

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 784.—Vol. XX.]

LONDON, SATURDAY, AUGUST 31, 1850.

[PRICE 6D.]

WOLVERHAMPTON, SOUTH STAFFORDSHIRE.

To Railway Contractors, Builders, Ironfounders, and Dealers, Wheelwrights, Blacksmiths, and others.—Large and important Sale of Railway Plant, Wrought and Cast-Iron, Steam-Engine, Carriage, Waggon, and other Carriages, Timber, Tools and building materials, by order of W. Hoof, Esq., who has completed his contract on the Shrewsbury and Birmingham Railway.

MR. THOMAS PAGE will **SELL BY AUCTION**, without reserve, upon the premises adjoining to the Canal and Stafford-street, Wolverhampton, on Monday, Tuesday, and Thursday, September 2d, 3d, and 5th, 1850, the whole of the very extensive

STOCK OF RAILWAY PLANT AND BUILDING MATERIALS, comprising nearly 1000 tons of wrought and cast-iron, 5-horse power steam-engine and machinery complete, 160 strong iron waggon, 15 carts, 2 road waggon, strong iron engine carriage, capable of carrying 40 tons, timber carriages and stone trucks, iron crane, pile-driving machines, wood cranes and shear legs, ladders, scaffold poles and planking, wheelbarrows, several thousands of wood sleepers, and an immense variety of timber of nearly every description, smiths' portable forges, with tools complete; office fixtures and furniture, and an almost endless variety of other useful articles necessary for carrying on with facility the business of a large establishment.—The sale to commence at eleven o'clock each morning.

Descriptive catalogue may be had one week before the sale, at the offices of the various papers in which the advertisement appears, and from the Auctioneer, Darlington-street, Wolverhampton, Staffordshire.

SHROPSHIRE.—VALUABLE FREEHOLD ESTATES AND MANORS.

In the Parishes of CHIRBURY and HYSSINGTON, in the County of SALOP.
MR. THOMAS EDWARDS will **SELL BY AUCTION**, at the Fox Inn, SHREWSBURY, on Thursday, the 26th day of September, 1850, in one or more lots, and subject to conditions to be then and there produced.

Sale to commence at Five o'clock.

IN THE PARISH OF CHIRBURY.

LOT I.—All that capital MESSUAGE, BUILDINGS, and LANDS, called KINTON FARM, containing 266½ a. 3r. 39p., or thereabouts, and now in the occupation of Mr. John Gittins, together with 53½ acres of open COMMON LAND; and also the MANOR of MIDDLETON, and the several Royalties appertaining and belonging thereto, which extend over an area of 1247½ a. 3r. 39p., together with the MINES and MINERALS lying under the same, but subject to the existing lease to Messrs. Ward and Co., under part of the property.

Also, sundry SMALL TENEMENTS and LANDS, on and adjoining the before-mentioned commons, now or late in the several occupations of Thomas Whetzel, Richard Lee, Thomas Montford, Joseph Whetzel, James Nicholas, late John Rudge, John Humphreys, Thomas Clare, William Cross, and George Swaine, containing together 13½ a. 1r. 9p.; likewise that portion of a certain POOL OF WATER, which lies within the Manor of Middleton, and occupied by the White Grit Mining Company.

This lot forms a most desirable investment, either to the agriculturist or mineralogist. The farm lies within a ring fence (except one small close), and is capable of great improvement. It is bounded by the estates of the Earl of Powis and Sir Olney Penbury Wakeman, Bart., which are strictly preserved; also by those of George Pritchard, Robert Bridgeman More, and Edward Smith, Esqs.

The Grit Mines, which belong to R. B. More, Esq. (and which are now in full work), adjoin this lot—the steam-engine being within a few yards of the property, and a great quantity of lead ore is now being raised from the vein adjoining the boundary line, and which vein runs into this manor, and is the favoured point remarked upon by Sir Roderick Impey Marcellin in his geological work of this part of Shropshire, where no doubt a great body of ore exists.

There is an excellent Rabbit Warren on Middleton-hill, and a great portion of the commons will do well for cultivation.

LOT II.—All that FARM and LANDS, called MIDDLETON, now in the occupation of Mr. Vincent Preece, containing 43½ a. 2r. 10p., or thereabouts; together with a newly-erected COTTAGE, with a CLOSE of LAND, held by John Gittins.—Also, a FIELD of LAND, at present occupied with the sheepwalk, and open thereto, containing 3½ a. 3r. 39p., together with TWO other TENEMENTS, in Middleton Batch, in the respective occupations of John Mellings and Richard Embury, containing 2½ a. 0r. 3r., or thereabouts.

This lot is principally surrounded by the estates of George Pritchard, Esq.; it also abuts upon Messrs. Shaker and Knight's lands.

LOT III.—All that MESSUAGE, BUILDINGS, and LANDS, near Medge's Fold, now in the occupation of Ann Lewis, containing 3½ a. 1r. 16p.

LOT IV.—All that MESSUAGE, BUILDINGS, and LANDS, called MEDGE'S FOLD, in the occupation of John Preece, containing 3½ a. 2r. 32p., or thereabouts.

LOT V.—All that FARM and LANDS, called STAPELEY, in the occupation of Mrs. Diana Montford, containing 14½ a. 3r. 12p., or thereabouts; also, all those TWO MESSUAGES, BUILDINGS, and LANDS adjoining, in the respective occupations of Robert Pugh and John Edwards, containing together 2½ a. 3r. 28p., or thereabouts.

LOT VI.—All that FARM, BUILDINGS, and LANDS, called STAPELEY, in the occupation of Mr. Aaron Evans, containing 17½ a. 1r. 23p., or thereabouts.

LOT VII.—All those TWO PIECES, or PARCELS, of LAND, adjoining Stapley Farm, and now occupied by Jeremiah Francis, containing 3½ a. 3r.

The last-named five lots are desirable investments for the small capitalist, or person wishing to secure votes for the southern division of the county of Salop.

IN HYSSINGTON PARISH.

LOT VIII.—All that MESSUAGE, BUILDINGS, and LAND, called the APPLE TREE TENEMENT, with the LAND lately added thereto, and now in the occupation of John Beaman, containing together 2½ a. 2r. 4p.; also all that other MESSUAGE and CLOSE of LAND adjoining the same, in the occupation of Edward Walling.

This lot is used for the Grit Mines, and adjoins the turnpike-road leading from Bishop's Castle to Shrewsbury, and is a desirable spot for a small inn or shop.

LOT IX.—The MANOR or LORDSHIP of MUCKLEWICK, extending over an area of 534½ a. 1r. 14p., and the several royalties appertaining and belonging thereto, with the MINES and MINERALS lying under the same, but subject to the existing lease to Messrs. Ward and Co., of the mines under part of the property; together with the manorial allotment about being made and set out under the Hyssington and Mucklewick Inclosures.

The VEIN OF ORE, which is now worked by the Grit and Gravel Mining Company, crosses these commons, which lie only about a quarter of a mile from the engine, and the turnpike-road from Bishop's Castle to Shrewsbury passes over the said commons.

Plans and particulars may be had by application to Messrs. Robinson and Overy, solicitors, 13, Tottenham-yard, London; Messrs. Mickleburgh and Son, land agents, Montgomery; Thomas Norton, Esq., solicitor, or to Mr. Thomas Edwards, the auctioneer, both of Shrewsbury.

POT HOUSE BRIDGE IRON-WORKS, NEAR BILSTON.

TO BE LET, OR SOLD, with immediate possession, by direction of the trustees and assignees, under a deed of assignment, the following important PREMISES and MACHINERY, which have been recently erected upon the banks of the Birmingham Canal, and late in the occupation of Messrs. Arrowsmith & Davis:

LOT I.—The LEASE of the POT HOUSE BRIDGE IRON-WORKS, for a term of 28 years, from May, 1849, with power to give up possession at the expiration of 14 years. The BUILDINGS consist of a large foundry, rolling mills, turning house, sheds, and offices. The PLANT includes a 35-horse power condensing engine, a 25-horse power horizontal engine to drive the machinery, a 10-horse power engine, with lathe for turning rolls, blowing apparatus, large force hammer, and about 40 pairs of rolls, with machinery complete, 6 puddling furnaces, 2 cupolas, drying, heating, and air furnaces. The whole is capable to produce from 70 to 80 tons of manufactured iron per week.

LOT II.—The GOODWILL and immediate possession of the ENGINE-HOUSE YARD, near Lot I. The BUILDINGS consist of several workshops, engine and storehouses, blacksmiths' shop and offices, with a 10-horse power engine and large lathe; also the following PLANT, by valuation—4 very superior lathes, screw and drilling machines, stacks, &c., a small engine, with blacksmiths' and other tools.

LOT III.—The GOODWILL and POSSESSION of the BOILER YARD, near Lot I, with the following PLANT, by valuation—an 8-horse power engine, with powerful punching machine attached, hand punching machine, heating furnace, calcining kiln, 2 hearths, with shed roof, &c.

To view the premises apply to Mr. Davis, upon the premises; for terms and further particulars to B. Gibbons, Esq., Halfpenny Furnaces, near Bilston; Mr. T. M. Whitehouse, solicitor, or Mr. R. S. Walker, agent, Wolverhampton.

STEAM TO INDIA AND CHINA, VIA EGYPT.—Regular

MONTHLY MAIL (steam conveyance) for PASSENGERS and LIGHT GOODS to CEYLON, MADRAS, CALCUTTA, PENANG, SINGAPORE, and HONG-KONG.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the ABOVE PORTS by their steamers—starting from Southampton on the 20th of every month; and from Suez on or about the 10th of the month.

BOMBAY.—Passengers for Bombay can proceed by this company's steamers of the 29th of the month, to Malta, thence to Alexandria by her Majesty's steamers, and from Suez by the Honourable East India Company's steamers.

MEDITERRANEAN.—Malta—On the 20th and 29th of every month. CONSTANTINOPLE—On the 29th of the month. ALEXANDRIA—On the 20th of the month.

SPAIN AND PORTUGAL.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, on the 7th, 17th, and 27th of the month.

For plans of the vessels, rates of passage-money, and to secure passages and ship cargo apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

PETRIE'S PATENT VARIABLE AND SELF-ACTING

EXPANSION GEAR.—The ARTIZAN, for September, price 1s., contains a Plate of the Expansion Gear applied to Messrs. Bright's engines at Rochdale, with indicator diagrams, showing their performance and consumption of fuel—Slate's Blowing Engine—Campbell's Railway Points—How to Make Working Drawings, the feed-pump valve-box, half size—Gillard's Process for Making Gas from Water—Prolongation of Patent for Ericsson's Screw—Queries from the Workshop answered by Practical Men—Lists of Patents and Registrations, &c.—May be ordered of any bookseller, or will be sent free for 15 stamps, addressed to Mr. Boul, 69, Cornhill.

MR. JAMES CROFTS, of No. 4, KING-STREET, CHEAPSIDE, is encouraged to renew his recommendations to CAPITALISTS to turn their attention to BRITISH MINING PROPERTY, as a safe MEDIUM for INVESTMENT at the present moment in particular—an unprecedented increase having taken place in the productive class of mines, solely owing to the application of capital and improved modes of working, by the combined application of science and skill.

Mr. CROFTS can procure SHARES in all the MINES of repute in the Taviestock District, and has FOR SALE especially—Holmbush (14 shares), Wellington (4 shares), Espar Lee (100 shares), Corn Erfin (40 shares), Lymmales (10 shares), Wheel Langford (65 shares), Halgston Down Consols, and in all the dividend mines; also Comblawn, Wheel Benny, Lamherose Wheel Maria, Wheel Vincent, and Wheel Sarah. Of the latter a few remain for Sale, much under their real value, and an early application is particularly requested.

Mr. CROFTS having given some attention to RAILWAY STATISTICS for a long period, now ventures to predict that a favourable reaction will take place in such undertakings as adopt—as a principle, and not to meet a particular emergency—a low scale of fares, either for ordinary or pleasure traffic; and in taking this view in connection with the enormous impulse that will be given to locomotion in Great Britain consequent on the Exhibition of 1851,

Mr. CROFTS offers his services also for the PURCHASE of RAILWAY SHARES. Dated August 31, 1850.

MR. EVAN HOPKINS, C.E., F.G.S., CONSULTING MINING ENGINEER, OFFICE, No. 13, AUSTINFRIARS, LONDON.

Mr. HOPKINS may be consulted daily by Noblemen, Gentlemen, and Capitalists, who have invested, or may wish to invest, their capital in MINES or MINERAL PROPERTIES, on all matters connected therewith (Home or Foreign).

Every description of Mineral Property inspected and reported on, and distant capitalists may receive periodical advice, in the German, French, and Spanish Languages. N.B.—Managers and Directors of Mines, as well as Mining Captains, will find Mr. Hopkins's offices convenient for reference on all matters connected with mining, as he has all the Maps on the Geology and Mines of the United Kingdom, the majority of which are from his own observations. The emigrants to California and other gold districts are also furnished with instructions on good mines, deposits, and machinery for the same.

MESSRS. CREFT, FULLER, & CO., 1, Royal Exchange-Buildings, have a FEW SHARES in SOUTH CARN BREA FOR SALE.—This well is in decidedly the best metalliferous district in Cornwall, being situated between Carn Brea, £15 paid, and worth £130; Wheel Bassett, £204 paid, and worth £300; North Bassett and Wheel Buller (opened about 18 months since), £10 paid, and worth £650. The cost-book and general superintendence will be under the same able management as Carn Brea, which has divided about £1200 per cent. upon the sums invested, and the sales of ore during the past quarter have realised upwards of £14,000.—(See Mining Journal of July 6.)

Messrs. C., F., & Co. can also TRANSACT BUSINESS in the following MINES:—

| | |
|-----------------------|--------------------|
| Great Consols | Trevellick |
| South Bassett | Wheal Fortescue |
| Wheal Franco | Wheal Venton |
| Penzance Consols | Exmoor Wheal Eliza |
| West Wheal Friendship | Whealgun Consols |
| Lewis | Middletonham |
| South Plain Wood | Wheal Hamlyn |
| Condarrow | Wheal Fortescue |

United Mexican—National Brazilian, &c.

MINING AND GENERAL AGENCY OFFICE,

No. 52, THREADNEEDLE-STREET, LONDON.

Mr. R. TREDNICK begs to inform his Friends and the Public of his REMOVAL to the above COMMERCIAL ROOMS, in the Hall of Commerce, where he purposes to hold, in addition to his general Agency Business, SALES, BY AUCTION, of SHARES in MINES, RAILWAYS, BANKS, CANALS, INSURANCE, and OTHER COMPANIES; also Reversions, Annuities, Bonds, Stocks, and Government Securities, together with Estates and Property of every description.

SHARES PURCHASED AND DISPOSED OF ON COMMISSION, and MONETARY MATTERS of every kind NEGOTIATED; Statistical and General Information offered gratuitously, upon personal application.

PLANS, SECTIONS, and REPORTS of MINERAL DISTRICTS, executed at the shortest notice, and by approved agents.

Mr. T. offers to the mining world the opportunity of exhibiting in his Public Sale Rooms, Reports, Sections, and Specimens of Mines, whether the produce of the United Kingdom, Foreign, or Colonial Possessions, on forwarding the same, free of all charges, to the above address.

COURT GRANGE SILVER-LEAD MINES.—

TO BE SOLD, ONE EIGHTEENTH PART, or SHARE, of the ABOVE MINES, guaranteed free of all calls (and conducted upon the Cost-book Principle).

The sets extend over about 4000 acres of ground, and are situated in the centre of the silver-lead basin of Cardiganshire, comprising Pen-y-Cefn, East Pen-y-Cefn, and Lleten-helm Mines, with a complete field of machinery in excellent condition, and an abundant water-power. They are held on lease under the Right Hon. the Earl of Lisburne—about 19 years of which are unexpired.

The mines are at present in full operation. "The returns per month will not be less than 30 or 40 tons, which will leave a profit of 1500 per month, with every prospect of a gradual increase."—(See the "City Article" in this Journal of the 17th inst.)

A complete and attested copy of the conditions, and the rules and regulations of the company may be seen, and further particulars be obtained, on application to William Treney, mine and sharebroker, 9, St. Michael's-alley, Cornhill, London.

COURT GRANGE SILVER-LEAD MINING COMPANY.

—The BUSINESS of this COMPANY is REMOVED, from No. 22, New Bridge-street, Blackfriars, to the OFFICES of Mr. SPILLER, No. 9, OLD JEWRY CHAMBERS, where it is requested that all communications and correspondence relative to its affairs may be addressed.

By order of the Committee of Management, W. C. SPILLER, Secretary.

LOCOMOTIVE ENGINES.—ON SALE.—SIX NEW

LOCOMOTIVE PASSENGER ENGINES and TENDERS; particulars as follows: Outside cylinders 15 in. diameter, and 22 in. in stroke; driving wheels 6 feet diameter; loading and trailing wheels 3 feet 6 inches diameter. All the wheels entirely of wrought-iron. Strong copper fire-boxes, with 66 feet of heating surface, and 120 tubes, 10 feet 5 inches long, and 2 inches outside diameter. The tenders are made to hold 1000 gallons of water, with well constructed framing, all of wrought-iron, and are carried on six wheels, 3 feet 6 inches diameter, of wrought-iron, with cast-iron centres.

The whole of the workmanship is of the very best description, and the price very moderate.—For further particulars apply to the makers, Messrs. Benjamin Hick and Son, Soho Iron-Works, Bolton; or to Mr. Josiah Kewley, at the office of Messrs. B. H. and Son, 1, New Broad-street, City, London.—July 28, 1850.

TO ENGINE BUILDERS, RAILWAY COMPANIES,

ENGINEERS, &c.—THE ADVERTISER having spent considerable time in arranging a NEW SLIDE VALVE for STEAM-ENGINES and OTHER PURPOSES, has at length arranged it in such a manner as to equalise the pressure on the valve, thereby doing away with the great friction on the face of the slide and the eccentric gear, and improving the power of the engine and reducing the cost of fuel. For locomotives, where the steam is used at a very high pressure, it will be found most valuable, and any engine builder having cylinder patterns by them can have them altered to receive the New Slide at a trifling cost, as it is simple as well as efficient.

The Advertiser having been employed in the Locomotive Department at Swindon, on the Great Western Railway, had an opportunity of witnessing the arrangement that was tried with the valves of the Iron Duke engine, which was a piston attached to each slide, but owing to its soon becoming deranged, it was abandoned; since then the New Slide Valve has been contrived, and the Advertiser is desirous of treating with any party for the SALE of the same, or otherwise, as may be agreed.

Apply by letter to "M. J." at the Post-office, Preston, Lancashire, till called for.

STIRLING'S PATENT YELLOW METAL.—Adapted for

SHEATHING, BOLT STAVES, BOLT NAILS, DECK NAILS, as reported by the late Mr. Owen, Supervisor of Metals to the Admiralty; also for PROPELLERS, FRAMEWORK SCREWS, PISTONS, CYLINDERS, COCKS (particularly where there is exposure to corrosion), RAILWAY CARRIAGE AXLE BEARINGS, and for all machinery subject to friction.

Price per lb. in castings..... 9d.
Ditto in forgings and rollings..... 8½d.

AGENTS.
Messrs. GARDEN & MACANDREW, 34, Dowgate-hill, London.

Messrs. JOHNSON, 166, Buchanan-street, Glasgow.

Applications for Licenses and other information to be addressed to the undersigned, at Messrs. Garden and Macandrew's, No. 34, Dowgate-hill.

ALFRED BARRETT, Manager.

STIRLING'S PATENTS FOR IMPROVEMENTS IN

IRON.—1. TOUGHENED CAST-IRON, which is double the strength of ordinary cast-iron, and only from 10s. to 12s. per ton extra.

2. ANTI-LAMINATING RAILS and TIRES for WHEELS at an extra price of about 7s. 6d. per ton. Also IMPROVEMENTS in the MAKING of WROUGHT-IRON—saving one process to the manufacturer.

Further particulars and terms of license, &c., may be obtained on application to Mr. Joe, civil engineer, No. 6, John-street, Adelphi, London; also from the London agents, Messrs. GARDEN & MACANDREW, 34, Dowgate-hill; and the Scotch agents, Messrs. W. and J. H. JOHNSON, 166, Buchanan-street, Glasgow; and 30, St. Andrew's-square, Edinburgh.

MANAGER.—WANTED IMMEDIATELY, an experienced MANAGER, in an old-established manufacturing concern: he must be of active habits, and have fitted a similar situation. The strictest inquiry will be instituted as to character and ability. A person practically acquainted with the iron and Edgo Tool Trade would be preferred.—Apply by letter only, stating full particulars, where last engaged, salary required, &c., to "184," office of the Mining Journal, 26, Fleet-st., London.

WANTED.—By the INCE HALL COAL AND CANNEL COMPANY, a COUPLED LOCOMOTIVE, either NEW or SECOND-HAND.—Address (stating full particulars) to Hugh Fenton, Ince Hall Coal and Cannel Company, Wigan.

WANTED.—A NEW or SECOND-HAND HIGH PRESSURE PORTABLE STEAM-ENGINE, 12-horse power, in good repair, and well got up, with or without boiler.—Any person having one to dispose of, may apply to Mr. B. Skidmore, engineer, Gold's Hill Iron-Works, West Bromwich.

WANTED, at BRISTOL, a SECOND-HAND TRAVELLING CRANE, complete, and in good repair, capable of lifting from 3 to 5 tons.—Apply by letter (pre-paid) to "N. D.," Post-office, Monmouth.

TO MINERAL PROPRIETORS in COAL and IRON-STONE.—One long experienced in the MANUFACTURE OF IRON is in WANT of a PUPIL, for a term of three years.—Address (by letter) "H. H.," at the office of the Mining Journal, 26, Fleet-st., London.

TO CIVIL AND MINERAL ENGINEERS.—An Engineer, retiring from practice and leaving the country, in a Midland county, is desirous of LETTING his HOUSE and DISPOSING of the FURNITURE, &c. Any active person in the above profession, wishing to commence practice, would find this a most excellent opportunity.—Address "A. P.," at the office of the Mining Journal, 26, Fleet-st., London.

TO LEAD SLAG HEARTH SMELTERS.—WANTED, for a SOUTH AMERICAN SILVER MINE, a FEW EXPERIENCED SMELTERS, who thoroughly understand WORKING the LEAD SLAG HEARTH. They must be competent to build their own hearths, and to take, in every way, the management of the same. Those men will be preferred who have also a knowledge of any useful trade, such as those of Brickmaking, Bricklaying, Smith's work, or Carpening.

The average passage to the mines from 45 to 50 days, and the climate warm, but healthy. None need apply but those whose character will bear the strictest investigation, especially as to sobriety and general moral conduct. The manager of the smelting department at the mines is from Cornwall.

Apply to Messrs. Powles Brothers & Co., London; or to Capt. Wm. Richards, Redruth.

TO ENGINEERS, IRONFOUNDERS, RAILWAY WHEEL AND AXLE MANUFACTURERS, AND CARRIAGE BUILDERS.—TO BE DISPOSED OF, the BUSINESS and PREMISES of a RAILWAY WHEEL and AXLE MANUFACTORY, ENGINEERING and IRONFOUNDERS trade, now in operation in the town of BRADFORD, Yorkshire: the premises are nearly new, conveniently situated, and a large business can be carried on.

Applications to be addressed to "E. J.," care of the Trustees of R. Waddington, Bradford, Yorkshire.—Bradford, August 28, 1850.

TO BE LEASED, a most promising LEAD ORE MINE, with an excellent PLANT thereon, situated in the midst of a rich mining district in Flintshire.—Apply to Mr. Thomas Jenkins, Plas-y-ward, Ruthin.

TO BE LET, a QUARRY of excellent BUILDING STONE, situate within 14 mile from the Railway Station, Mold.—William Jones, of Black Brook, near Mold, will show the Quarry; and for further particulars apply to Mr. Thos. Jenkins, Plas-y-ward, Ruthin.

WHEAL PROVIDENCE SILVER-LEAD AND COPPER

MINE, SOUTH SYDENHAM, DEVON.—WANTED, for the above mine, a 40-horse cylinder STEAM-ENGINE, new or second hand, with or without boiler.

Address, with price and full particulars, the Secretary, Wheal Providence Mine Office, 3, Walbrook-buildings, London, to whom application for shares or prospectuses may be made.—3, Walbrook-buildings, August 29, 1850.

MINING COMPANIES of respectability requiring OFFICES

for CARRYING ON their AFFAIRS in LONDON, including MANAGEMENT, may be accommodated on application to Mr. Fenton, Mining Offices, No. 5, White Hart-court, Lombard-street.

MINING PROPERTY.—Mr. HERRON has SHARES in

the best DIVIDEND MINES FOR SALE, and which will give to the purchaser 17 to 25 per cent. for the outlay; amongst others are the following:—Wheal Mary Ann, Trevellyn, West Caradon, Callington, Great Devon Consols, Bedford United, Alfred Consols, Wheal Margaret, Levant, Wheal Seta, South Bassett, South Tolgus, Holmbush, Trevellyn, Trevellyn, Trevellyn, and Tincroft—Imperial Brazilian, United Mexican, St. John del Rey, Copiapo, and Linares Mines.

MINING OFFICES—33, CLEMENTS-LANE, LOMBARD-STREET.

MINING PROPERTY.—BUSINESS transacted in every

description of MINING PROPERTY, SHARES BOUGHT and SOLD, ADVANCE GIVEN TO PARTIES as to INVESTMENT, ADVANCES OF MONEY MADE on this DESCRIPTION OF PROPERTY, Statistics given on Mines, and the earliest information obtained from the mineral districts.—Apply to DURRANT & CO., Mining Sharebrokers, 58, Lombard-street.

MINING PROPERTY.—Messrs. BROWN & CO., of No. 16,

FENCHURCH-STREET, LONDON, beg to call the attention of Capitalists from Railways to MINES, as the most SAFE and PROFITABLE MEDIUM of INVESTMENT.

Messrs. BROWN & CO. can procure SHARES in all the MINES in CORNWALL and DEVON, and has on hand Shares in the following Mines:—Devon Great Consols, Wheal Franco, South Plain Wood, Hawkmoor, Wheal Russell, Wheal Fortescue, Wheal Harris, Wheal Venton, Wheal Hamlyn, West Wheal Friendship, Lewis, Tincroft, South Carn Brea, National Brazilian, United Mexican, &c.

MINING OFFICES.—Mr. FENTON, 5, WHITE HART-

COURT, LOMBARD-STREET, is instructed to DISPOSE of SHARES in Wheal Arthur and Wheal Zion. He has also on SALE SHARES in South Caradon, Spearme Consols, Runnford Coombe, and others.—Applications to be made at the office, where particulars may be known.

MR. R. TRIPP, MINING AGENT (exclusively for principals),

is instructed to SELL in most of the best DIVIDEND-PAYING MINES; also in NEW ONES, having present and prospective advantages, including—Trevellyn and Barriar, Mary Ann, Wheal Comfort, Devon Great Consols, South Tolgus, South Caradon, Wheal Margaret, Wheal Reeth, Wheal Trevellyn, Alfred, Cartmel, Penzance, Balmuccia, and Penzance Consols, Holmbush, Trevellyn, Trevellyn, and Tincroft—Imperial Brazilian, United Mexican, St. John del Rey, Linares, and Santiago Mines.

MINING AND SHARE OFFICES, ST. MICHAEL'S CHAMBERS, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.

MESSRS. BOXALL & CO., MINING SHARE DEALERS,

5, CROSSBY HALL CHAMBERS, BISHOPSGATE-STREET.

MESSRS. WATSON & ENSOR, MINING AGENTS,

4, TOKENHOUSE-YARD, LOTHBURY, LONDON.

JAMES LANE, MINING SHARE DEALER,

80, OLD BROAD-STREET, LONDON.

BRITISH AND FOREIGN MINES, RAILWAY SHARES,

DEBENTURES, CONSOLS, FOREIGN STOCKS, AMERICAN, and other PUBLIC SECURITIES, DEALT IN at the CURRENT RATES of the day, for money or time.

LOANS CONTRACTED, and MONEY AGENCIES undertaken upon liberal terms.

JAMES S. TRIPP & CO., LOMBARD-STREET CHAMBERS, CLEMENTS-LANE, LOMBARD-STREET.

COPIAPO MINING COMPANY.—Notice is hereby given,

that a DIVIDEND of EIGHT SHILLINGS per share will be PAID on the shares of this Company, at the office, 23, Austinfriars, on Monday, the 14th October next, and following days. The dividend warrants are required to be left at the office two days for examination.—Please call between the hours of Twelve and Two.

By order of the directors, ROBERT CLARK.

22, Austinfriars, August 14, 1850.

WHEAL GROSE.—As the adventurers of Wheal Grose can-

not sink much deeper without an engine, they have agreed to SELL FIVE HUNDRED and FIFTY SHARES, at £3 10s. per share, reserving 450 shares to the present holders, so as to erect an engine, stamps, &c., as required for the use of the mine, which is on a level marsh, and worked on the Cost-book system.

The amount of purchase-money to be paid, by instalments of 10s. per month, into the bank of Glyn and Co., London, to be drawn out by the joint-signature of the manager and cashier.

Transactions of the British Association.

Microfufula, or King's
ment, 244, Strand. is always easy to put on board so long as

United Kingdom.

[FROM OUR OWN CORRESPONDENT.]
included from last week's Mining Journal.

At Tungkillio, the engine is expected to commence forking out the water during May. The ground in this property is desperately hard, but, as there is plenty of money to work with, the lodes, which are good, will in two or three years more be in good working order. The shareholders must have a little longer patience.

Kapunda yields about 100 tons a month, rich and poor ores. A small furnace for making regulus is at work here; but as the lodes contain much mundie, the sulphur is not got rid of properly, which will affect the value of the regulus in the Swansea works. The engine they have at this mine, which was bought secondhand from Cornwall, is made to do too much work; besides the pumping, which is all that all conscience is enough work at 40 fms. for any engine of her size, she has crushing and drawing gear attached. She, consequently, frequently goes out of order, to the manifest injury of the lower levels, which are immediately flooded if she stops for two or three days; 10,000*l.* would be advantageously laid out on this mine to bring her into proper working order.

The Princess Royal is at a dead stand-still, with extraordinary indications visible in all directions; none of the shafts down to the 80 fms. have cut any thing; the shareholders are disheartened, and the different mining captains, who are sent up to "report," are at their wit's end. To all appearances, it is not the present generation who are to profit by this property.

not the present generation who are to prudently take advantage of the Barossa Mining Company's operations and prospects all our information is exclusively obtained through the medium of your Journal.

Turning southwards, we find many settlements at work in the Mount Barker country, but all eking out a languishing existence for want of sufficient capital. The South Australian Company, after laying out \$1,000*l*. in mineral lands, appear, by the report in No. 749 of your Journal, to have determined to discontinue working their mines. Who on earth do they expect to find out here, with money worth 20 per cent., who can afford to work them, if they themselves cannot? The Kanmantoo produces from 50 to 60 tons per month. The Paringa property, adjoining the preceding, are also willing to let their lands on royalties; a few settlements have been taken, but it is obvious to every one but the shareholders, that unless immediately productive at surface, none will be worked for 12 months continuously. The most promising sett on this property is the Wheel Friendship, taken on 1-14th days, for 21 years, one mile square of ground. The lode has been laid bare at grass for upwards of 80 fms., and is beautiful to look at. The Strathalbyn Mine has been a great deal puffed up lately, and many shares were placed at a high figure amongst those who took other people's statements in preference to ocular proof on the spot. The thing has been looked into, and is now at rest; the shares having withdrawn themselves from the market, and the proprietors working on quietly on their own account. The Onkaparinga Gold-washing Company was ushered into existence with a great flourish some three months since, under the auspices of eight or ten leading merchants and bank directors; they had bought up secretly some 2000 acres along the river, before the fact was divulged that gold existed in the soil and sand; the prospectus solicited the public to take shares, at a moderate premium of only 17,000*l*. on cost price, actually pledging the knowledge as men of business in which they were held here as the results which were to accrue to the fortunate shareholders. Still, such was the deplorable want of perception of their own interests entertained by the public at large, that not one out of every 100 shares offered were taken; and after advertising for a long time, the committee generously returned the deposit, without any deduction, to the few parties who had ventured into it. Those of our local papers who had the benefit of the costly advertisements immediately lauded all parties concerned to the skies. The most singular feature in the scheme was, that although the published prospectus grounded its claim to public favour on the fact of explorations having been carried on for eighteen months previously, the quantity of gold exhibited in a little plial at the office would not more than have filled a common-sized salt spoon. However, the results which are to astonish us are deferred till the winter rains set in, when the earth is to be washed on a large scale. One change for the worse has, however, of late years taken place here to a universal extent. There is a certain class of men of business, bank managers, bank directors, and our leading merchants, doing legitimate import and export business, who owe it as a duty to their constituents in England and here, not to lend themselves to any unworthy trafficking in mining shares. For some time after our mineral lands came into work, this strictly just and absolutely necessary principle, for the maintenance of the credit of their establishments, was adhered to by our leading merchants and public men. At this date, however, they are all in the common vortex of mining speculations; and, if anything, those whom I have enumerated are now foremost in the lists, and I need but refer you to the prospectus of the Gold Company for proof of what I say; at the head of the list of which committee is the name of the manager of the South Australian Banking Company.

Our colony has lately been visited by a Capt. Mitchell, understood to have come out on a special mission in the interest of Mr. Michael Williams, Baron Goldsmid, and others, to report as to the mining capabilities of this province. Capt. Mitchell is distinguished by being possessed of the quality of "impenetrable reserve;" he sees everything, and doubtless makes voluminous notes for the benefit of his employers; but devil a word, in the shape of an opinion, can you get out of him—his invariable answer is, "you are sure to get ore if you go deep enough." His report, however, cannot fail to be favourable to the colony, and we all hope that it may induce some of the superabundant British capital to be laid out in working some of our unproductive mines, and I will conclude by fully subscribing to your expressed opinion (*Mining Journal*, No. 749), that British capital, added to a liberal system of reciprocity on the part of our mine proprietors, to offer British capitalists fair terms, is alone wanting to raise the annual yield of our veins to an indefinite extent.

CALIFORNIA.—A letter from Philadelphia, of 13th inst., states that the large amount of gold brought by two steamers from Chagres to New York has had a sensible effect on stocks and the money market; the latest dates from San Francisco were to July 1. The gold dust on consignment, and in the hands of passengers, was—*Cherokee*, \$2,500,000, and the *Georgia*, \$1,000,000—\$3,500,000, while the entire amount received in the United States was about \$20,000,000. The influx of gold had not been very great up to the end of June, owing to the waters being out, but was expected to increase. On June 2, the amount on hand in Francisco, and at the Sacramento, was estimated at \$2,000,000, and to leave by steamer and in private hands \$800,000—\$1,200,000. Much anxiety appears to be evinced in New York at what appears to be at present the scanty return in precious metal for the capital invested in the movement. It is estimated that, although California has sent out much gold, she has been a greater consumer of food and manufactures than her staple product has paid for. The population is set down at 200,000, and the consumption of food and raiment imported from other parts of the world \$40,000,000 for the past year, to which is added \$20,000,000 for the first year—giving an expenditure of \$60,000,000 on the people of California, while the receipts from the State has only amounted to about \$20,000,000 to America; and taking the like sum to all other parts of the world, would give \$40,000,000, or still a balance against her of \$20,000,000, exclusive of the capital employed in building materials, shipping, steamers, &c. A very general feeling prevails that if the receipts of gold increase all may go well; but as private credits have greatly expanded, in expectation of the golden shower, if they should continue to decrease, a financial revolution of a serious nature will be the consequence, not confined to those in the Californian trade, but universal in its effect, and equal to the extensive risks, ventures, and discounts which have taken place to develop the supposed inexhaustible riches of this El Dorado.

A communication has been received by Mr. W. Laird, of Liverpool, from

John Whitford, a young man formerly in his office, but who resolved on seeking his fortune in California. He gives anything but an encouraging description of the country, where he had to encounter every possible want of comfort, and distress. On arriving at San Francisco, he was without a cent, turned pot and loafer, and having raised money enough, purchased brushes and paints and turned sign painter, by which he saved \$100 in three weeks. Started for the diggings, where, with a promiscuous companion, they could only just get gold enough to pay expenses. He suffered severely from ague, but had made up his mind to work hard during the season, which would commence in July last. If he could raise \$1000 he would go to a brother in the Old States, and commence farming; if unlucky, he should then ship for Australia. He gives a miserable account of the society, habits, mode of living, and the ravages of ague and fever among the population.

By the papers we learn that the tide of emigration to California is as great as ever by sea, and greater than ever by land; accounts from the prairies, however, show that the sickness and mortality have been truly terrific. One correspondent, writing from Fort Saramie, says that he counted 645 newly-made graves on the trail to that place, and that many who were too ill to proceed, were left by their companions to die. As to the shipping, Mr. Hagan, harbour-master of San Francisco, says that from the 21st March to 30th June, the arrivals were, in all kinds of vessels and steamers—males, 9769; females, 184—total, 9953. The general population up to this date, American and foreign, is:—Natives and residents before June 1, 1845, 150,000; Americans, up to date, 71,000; foreigners, 35,000—total in the State, 121,000.

Both salt and silver have been discovered in California, about 15 miles west of Senora. The salt spring (says the *Pacific News*) is upon the side of a small hill; and at a short distance from where the water issues from the rock is a circular basin some 200 feet in circumference and four or five feet deep, into which the salt water from the spring flows. The bottom and sides of this basin are of solid rock, forming a most desirable receptacle, from which the water can be taken when a manufactory for salt is established here. We are also informed that the land about the spring is well wooded, and we doubt not that in a short time there will be manufactured at this point sufficient salt for our own consumption at much less rates than we can now procure it for. In the strata of rocks whence the salt spring issues, silver ore appears, and from representations and the specimens we have seen, we should not be surprised if this newly discovered mineral deposit should prove exceedingly productive. A company is on the eve of organisation for the manufacturing of salt at this spring, and working the silver mines.

The *Baltimore Patriot* mentions that a company has been organized in that city, and that the stock has nearly all been taken, to work one of the quicksilver mines of California, which, according to the authentic accounts which it says have been received from those who have made an examination of it, and whose scientific knowledge gives authority to their opinion, are inexhaustible, and must yield an unexpended profit. Some idea may be formed of the value of these quicksilver mines in California, from the following extract of a letter from Governor Burnett, of California, which is addressed to a friend in Washington:—The quicksilver mine of New Almaden, within 12 miles of this place, is valued at several millions of dollars. In a few days, Mr. Forbes informs me, they will have 26 retorts in operation, and will extract 8000 lbs. daily, worth from \$6000 to \$8000, more than two millions annually. Only think of that! This is only one of several mines, but it is the largest.

The existence of gold in Oregon is now certain. It has been creating great excitement through the various cities and towns in Oregon, and hundreds are giving up business and proceeding to the vicinity of the mines. You may remember that an account of the discovery of gold near Oregon city was published about two weeks since in the *Alta California*. The intelligence is now authenticated. Gold has been discovered, and in abundance. That which is now exhibited shows an entirely different character to any of that dug in the mines of California. It contains large quantities of platina, and is said to be of a richer character.

OREGON COAL.—We have been shown, by Mr. Benjamin Reynolds, of this city, and have now in our office, a specimen of coal taken from a vein recently discovered upon the Columbia river, near the Willamette. We are informed that it exists in great quantities, and is in a situation to be readily got out. The piece we have in our possession is a portion of the upper strata, and consequently cannot be so pure as the lower strata. It has the appearance of Cannel coal. The resources of Oregon appear at length to be developing themselves.

CALIFORNIA COAL.—We have been handed a specimen of coal found at a point not very far from this city, where it is said to crop from the earth in very considerable quantities. The specimen we have in our possession is of the upper strata, and by exposure to the atmosphere, for nobody knows how long, it has been deprived of a greater portion of its bitumen. It burns quite freely, and resolves itself into a reddish ash.

On several occasions of late, we have heard that it was rumoured that the Dutch Government intended to make a renewed effort to acquire a more complete and direct control over the gold districts in the interior of the Samba, residency, of which Montrado is the chief, and the last report (that reached us a few days ago, was that two steamers and a ship of war had actually arrived at Sambas with troops destined to undertake this difficult task. The Chinese who work the gold mines in the interior of the Sambas territory, have, it is well known, for a long time been for most purposes independent of all control, the Government being of a republican kind, and the seat of it at Montrado. In the year 1824, and subsequently, the Netherlands India authorities tried to assert their supremacy over these rich districts, and protracted hostilities ensued, the Chinese resisting most obstinately. This, combined with the natural difficulties opposed by the forests and swamps through which the attacking forces had to make their way, seems to have made the operations very much like those in which the British were afterwards engaged at Naning. Whether the difference was settled by compromise, or matters were left by the Dutch in *status quo*, we are not at present very sure, but the Dutch authorities seem to have managed to levy contributions indirectly on the Chinese districts. It is said that the opium, &c., on the way to and from the Chinese districts, to this, and have the Chinese have recently shown themselves averse to submit to this, and have threatened to manage these matters altogether independently of the Sambas authorities. If this is the fact, we are probably to impute the rumoured hostilities to this cause, coupled no doubt with the desire to gain the actual possession of the gold country, which might ultimately prove a second California to the Netherlands India Government, if European capital and skill were introduced into the country. The next steamer from Batavia may throw some light upon the subject.—*Singapore Free Press*, June 28.

MINING IN FRANCE.—According to the last accounts from the mining districts of France, operations have never been known so brisk as they are at present, and the demand for iron is rapidly on the increase, as well as for metallurgical productions generally. The same may be said of Belgium, where the improvement in mining affairs during the present year look most cheering.

The introduction of steam machinery into the mining pursuits of Spain has already worked a great revolution in exploring the rich mineral resources of that country, and numerous mines, which had been entirely lost from the want of proper means of drawing off the water, are now being worked to great advantage. Extensive explorations are being made in nearly every district, to ascertain the qualities of the ores.

ROYAL RAILWAY FROM MADRID TO ARANGUEZ.—The Spanish Government has succeeded in obtaining the necessary funds to carry out the line from Madrid to Aranguez, and it is now progressing with the greatest rapidity towards completion. The locomotives, tenders, rails, chairs, and all the other requisite material have been imported from England, as also the royal carriage, which is similar to that on the South-Western Railway, divided into four compartments. During the ensuing year it is expected that several lines will be far advanced towards completion, as the Government affords every facility to the speculators, and also the admission at a very low duty of the materials they require.

CONTRACT FOR COALS.—On Wednesday, the 11th September, the East India House will receive tenders for the supply of 8000 tons of coal at Aden :—West Hartley, Carr's ditto, Buddle's ditto, Davison's ditto, Hartlepool West Hartley, Ravensworth ditto, Stewart's Wall's East Steam Coal, Glasgow Hard Splint Coal (steamers), and Risca Black Vein (handpicked), for the use of the command steam-vessels.—The Commissioners of the Navy will, on Tuesday, the 24th September, receive contracts for supplying 2000 tons of Welsh coals at Hong Kong, fit for the service of her Majesty's steam-vessels—the parties to be bound in 1000*l*. sureties, for the fulfilment of the contract. These contracts will be strongly contested for.

GREAT ARTESIAN SALT SPRING AT KISSINGEN.—Dr. Granville has addressed a letter to the *Times*, in which he describes the completion of one of the most extraordinary and successful artesian operations ever undertaken. On the 12th inst. the curious spectacle was exhibited of a column of water, 4 inches in diameter, springing with a prodigious force out of the earth to the height of 58 ft. from a depth of 1878½ ft., spreading out like a graceful palm-tree at its highest point, and forming the finest and most striking *jet d'eau* of this kind ever beheld. The water, as clear as crystal, issues from the soil with a temperature of 66° Fahr., charged with 3½ per cent. of pure salt, at the rate of 100 cubic feet per minute. The borings have been seven years in progress, and the propelling power is a subterranean atmosphere of carbonic acid gas, acting with a force of 60 ordinary atmospheres. At present the supply of water is at the rate of 100 cubic feet per minute. It is intended to limit the whole annual produce of salt from this source to 6,000,000 lbs., which, at the current market price, will add to the revenue of the Crown of Bavaria 300,000 fl., after deducting 60,000 fl. for yearly expenses of work, fuel, and management. The whole cost of this great artesian work, from first to last, will amount to 80,000 florins (8666l.), including all the requisite pumps, pipes, and pavilion to be erected.

The new Designs Act, referred to by our correspondent, Mr. Campin, the patent agent, in the Journal of the 17th inst., as having been so mutilated by the Committee of the Commons, that it is no longer likely to prove of that great benefit to inventors hitherto anticipated, and certainly not capable of progressing that great reform he has so often advocated in our columns. As it is absolutely necessary to guard persons about to exhibit at the Great Exhibition from reposing false confidence in the provisions of this Act, as it extends to the *Designs* only, and not to the *whole invention*, and will not enable them to take a *patent*, but only a registration for three years. The provisions of the Act as it now stands are as follows:—

1. That upon application being made in proper form to the Registrar of Designs, any design being within the provision of the Designs Act may be provisionally registered for one year, which may, in certain cases, be extended by the Board of Trade for six months more.
2. That every design thus provisionally registered shall, during the above term, be secured to the register with as full protection for his design, as if it were completely registered under the present Designs Acts.
3. That during the term of the said provisional registration, neither such registration, nor exhibition thereof, or of any article made in accordance therewith, in any place of exhibition not being gratuitous, or a place sale, nor in any exhibition allowed by the Board of Trade (the Great Exhibition of 1851, for instance), nor the publication of a descriptive account of such exhibition, shall deprive the register from completely registering his design for three years.
4. That during the continuance of the said provisional registration, the register must not sell any articles made according to the registration, or forfeiture thereof will ensue, but he may sell his property right therein.
5. That sculptures be brought within the Designs Act, and ornamental designs in ivory, &c., be under new regulations.
6. That the Board of Trade may extend the term of protection in ornamental designs, but not in utility designs.
7. That the Board of Trade may make regulations as to registration and provisional registration.
8. That the Registrar may, in certain cases, register a design without requiring a drawing, upon production of a specification only, if he shall deem it necessary.
9. That the Registrar's certificate, under this Act, be *prima facie* evidence of validity.
10. That the books of the Designs-office, or the superior courts may order the delivery of a copy of any design for any purpose, the party obtaining the copy paying the proper fee.
11. That certain provisions of the other Designs Acts be extended to this Act.—The bill then winds up with an interpretation clause, and enacts that, in citing this Act, it shall be sufficient to term it the "Designs Act, 1850."

Thus the effect of this Act as it now stands is, that any party desirous of publicly exhibiting his design or invention may do so, first securing his design by provisional registration, if it be susceptible thereof; but he will only be entitled by the provisions of this Act to take a complete registration for three years, if he thinks fit so to do, but he gains no right to take a patent, as it was at first intended.

The operation of the 9th and 10th Vic. c. 95, establishing County Courts for

The operation of the 9th and 10th Vic. c. 95, establishing County Courts for the recovery of debts under 20*l*., has proved so far to facilitate the due administration of justice as between debtor and creditor, that it has been found desirable to pass another Act, entitled the "County Court Extension Act," which has recently come into operation, enabling actions to be commenced therein for all sums under 50*l*., and thus enabling parties to enforce their claims with less delay, and with somewhat more of certainty than has ever attended the courts at Westminster Hall, ever proverbial for the glorious uncertainty of the law, and where many a sufferer had better have written off a moderate debt as bad, than have risked a fortune by appealing to them. Law, however, is law, in whatever shape, and if it had not its mysteries and intricacies we suppose it would not be good law, and the practice in these courts to the uninitiated will be found quite as full of quirks and quibbles as the best Mr. Tangle could wish. Under these circumstances we think Mr. Colombine's clever little work has appeared most opportunely, calculated as it is to give to the dullest apprehension a pretty clear definition of the objects and working of the new Act, and enabling parties who may be so unfortunate as to become involved in a law suit in these courts to see their way clearly, and, to a great extent, judge for themselves, without blindly and solely relying on the dictum of their lawyer; while to attorneys themselves it will furnish a complete text book as to the practice of the courts. All the recent decisions of any importance have been given; salaries and fees of judges, and other officers, with complete tables of costs for all sums sued for, are simply arranged; the full practice and bye laws of the courts are inserted at length, with the Act of Parliament, 13th and 14th Vic. c. 61, to which the work refers in full. The following extract, from the author's preface, of the origin of these popular courts is interesting:—

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The volume, we predict, will prove equally attractive to the professional man and the private individual, and to tradesmen more particularly, who are generally the litigants for minor sums, the work will be invaluable.

* "The County Court Extension Act (13th and 14th Vic. c. 61), for the Recovery of Debts and Damages not exceeding 50*l.*; including Practical Notes, Graduated Tables of Fees payable in the progress of Causes; also the Rules of Practice framed by the Judges, and Copious Indices." By DAVID ELWIN COLOMBINE, Solicitor of the Courts of Westminster, practising in the several County Courts. London: Wildy and Sons.

THE CHINA-CLAY TRADE.—A correspondent of the *West Briton*, in suggesting that the county of Cornwall, which supplied the world with tin before Romulus and Remus were suckled, should not be at the bottom of the list in the production of raw materials from the mineral kingdom at the Exhibition of the Industry of all Nations in 1851, gives some very curious and interesting information respecting an article so little generally known as the china-clay, or decomposed felspar, of Cornwall. Even in St. Austle—the very principal site of its production—it is not unusual to hear persons calling that *time* which is contained in new calico. It is not *time*, but *china-clay*, of which hundreds—indeed, thousands—of tons are annually consumed to give a false substance to what bargain-hunters call *cheap calico*. In a paper factory, 100 tons of clay is soon used, because, as paper is very sagaciously sold (wholesale) according to its weight, the mixture of china-clay with the paper material is, doubtless, found to be very profitable. Besides forming the bulk of china cups and saucers, door plates and handles, statuettes, and an endless variety of vases and other ornaments, are made of this material. It also forms a part of certain soaps, of certain colours used by painters and paper-stainers, and of willow-bonnets for which last purpose, I have known several lots of many tons to be sold to one manufacturer only. The exportation of clay to the continent is of very recent date; and it is only for want of being better known that the sale is so limited in France, Belgium, Russia, and Italy. He then recommends that this substance, so remarkable and so applicable to various uses, should be prominently placed in the Exhibition under all its different phases before the manufacturers of the world, as he is confident it only requires a little perseverance and suggestions for the further uses of this valuable material greatly to extend the business of the clay merchant, and give increased employment to the Cornish population.

A NEW FOSSIL FUEL.—A most interesting discovery has been made in Russia, between Dorpat and Norva, of a combustible as carboniferous and calefactory as coal. It is of a yellowish brown colour with white spots, and is the subject of much speculation, being said to be of a much earlier geological period than any known coal-field.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The lode in the engine-shaft, sinking under the 70 fathoms level, is still from 6 to 7 ft. wide, and has a more promising appearance than for some time past. On Monday, the 19th inst., the men in the 70 fm. level, east of the engine-shaft, were directed to take down a piece of ground on the north side of the lode, for the purpose of proving the north part of the lode; since which there have been broken from this part of the lode several tons of good copper ore; we can see it 3 ft. north and 7 ft. in length—it looks well both east and west, and the north wall is not yet seen; so far as this has been seen, it is looking extremely well, and I should say is worth 40s. per ton. The lode in the engine-shaft, sinking under the 60 fm. level, east of the said shaft, is from 4 to 6 ft. wide, and 4 ft. of the north part is worth for copper ore 30s. per ton. There is no change in any other of our north operations since the last report. Our sampling for the 37th inst. is about 200 tons.

REDFORD UNITED.—The ground in the 115 fm. level, driving south, is much the same as last reported. The lode in the 103 fm. level east is 2 ft. wide, and worth 4 tons of ore per fm. Andrew's winze, in this level, will be completed to the 115 fm. level the beginning of next week, the lode is without alteration. In the stope in the back of this level the lode is still worth from 2 to 3 tons of ore per fm. The top part of the lode in the 50 fm. level remains 3 ft. wide, good work. We are rising by the side of the lode in the 50 fm. level. In the midway level there is not much alteration.

BUTTERDON.—We have discovered a run of capel in the shaft interspersed throughout with lead, and the water is greatly increased, in consequence of which we are obliged to erect a horse-wheel, to continue the sinking of the shaft, which will be ready for working by Friday morning. We have commenced building the engine-house, which, if the weather permits, will be completed in three weeks from this time, when the engine-men will commence to put the engine in. Our prospects are looking well.

CALLINGTON.—The lode in the 125 fm. level north is 1 ft. wide, producing 3 cwt. of silver-lead ore per fm. The lode in the 125 fm. level south is 6 in. wide, producing about 2 cwt. of silver-lead ore per fm. Not much has been done in the diagonal shaft in the past fortnight, owing to the men being engaged in fixing a new plunger-lift at the bottom of the downcast shaft. In the engine-shaft, sinking under the 100 fm. level, south, no lode has been taken down since last reported; we expect to communicate this winze with the level below by the end of the present week, when we shall again resume the driving of the 113 fm. level south. In the 113 fm. level north, at the south mine, the lode is about 5 in. wide, opening tribute ground. In the winze sinking below the 113 fm. level south we are opening moderate tribute ground. At Kelly Bray, in sinking the engine-shaft below the 40 fm. level, we have intersected a branch or lode, 1 ft. wide, producing very good stones of copper ore. We sampled this day, computed 48 tons of rich silver-lead ore, samples of which are forwarded to the different smelters, as usual.

COOK'S KITCHEN.—The 200 fathom level, west of Chapple's lode, is now about 40 fms. from the engine-shaft, the lode through which it has passed having been generally poor; in the present end, however, there is a slight improvement, and the lode is worth 12s. per fm. The 190 fm. level has been driven east of the shaft about 35 fms., through a large lead ore, and at present being also poor; this level has also been driven about 15 fms. south from Chapple's lode, west of the engine-shaft, for the purpose of intersecting Dunkin's lode, but we have 30 fms. more to drive to accomplish this object, which will occupy about 10 months. The 180 fm. level has been driven east 21 fathoms beyond the new east shaft, and is now within a short distance of Tincroft, the end being at present poor; some of our best tin ground has been laid open in this level, in the neighbourhood of the new east shaft, some of which is now working in the back, and some still standing in the bottom, waiting for the 150 fm. level to get forth under it, and in effect, the best part of the shaft, further sinking, which will be about 160 fm. level, west of Chapple's shaft, on the north part of the lode, the lode is worth about 7s. per fm.; it will, when communicated, lay open ground that will work on tribute, at about 10s. in 12. In the 90 fm. level, driving east of the new east shaft, on a part of the lode named Eady's lode, we have met with an improvement, the lode producing 1 ton of copper ore per fm., and worth 5s. per fm.; the end, however, is within a short distance of the boundary, and not looking quite so well as it did; we have put the men to rise in the shaft, to drive towards the south mine, where it is now worth 12s. per fm. The 152 fm. level has been driven through the lode, the lode is worth 12s. per fm.; it will, when communicated, lay open ground that will work on tribute, at about 10s. in 12. In the 90 fm. level, driving east of the new east shaft, on a part of the lode named Eady's lode, we have met with an improvement, the lode producing 1 ton of copper ore per fm., and worth 5s. per fm.; the end, however, is within a short distance of the boundary, and not looking quite so well as it did; we have put the men to rise in the shaft, to drive towards the south mine, where it is now worth 12s. per fm. The 152 fm. level has been driven through the lode, the lode is worth 12s. per fm.; it will, when communicated, lay open ground that will work on tribute, at about 10s. in 12.

DEVON AND COURTNEY.—The summen are cross-cutting towards the lode in the 60 fm. level, and we expect soon to cut the lode. There is no change in the winze or tribute pitches since my last report.

EAST CROWDALE.—The lode in the middle shaft, sinking below the 40 fm. level, has increased to 4 ft. wide, worth 10s. per fm. In the 40 fm. level west the lode is 3 ft. wide, worth 10s. per fm. In the same level east we are now stripping down the lode, which is about 5 ft. wide at the point taking down—thin, but not rich. The lode in the 30 fm. level, west, is 3 ft. wide, worth 10s. per fm. Our tributors are now engaged putting a header and cistern for fixing new lift, which will be completed next week, when we shall again resume our sinking.

ESGAR LEE.—The counter lode in the deep adit, west of the junction, has during the last 6 feet driving been gradually improving, and has at this time a promising appearance; the lode is 3 ft. wide, composed principally of slate, quartz, mullie, and lead, and will, on an average, yield 3 or 4 cwt. of ore per fm. The counter lode in the 12 fm. level, east from the surface, is 3 feet wide, looking very promising, yielding from 8 to 10 cwt. of ore per fm.; in my report of the 12th inst., I informed you this lode was standing to the north of the 12 fm. level, extended west from Morgan's winze, since which we have driven a cross-cut south 10 ft., and have holed to the 12 ft. of Morgan's winze; this gives a new feature to our eastern prospects, as the lode going to hill has a very promising appearance; this much Mr. Thomas from his late inspection can fully confirm. We are now rising in back of the deep adit, between Owen and Morgan's winzes, to open ground for stoping; the lode is large, being 6 feet wide, yielding about 10 cwt. of ore per fm. The four stopes on counter lode, in the back and bottom of the 12, east and west of Owen's winze, are much the same as last reported, yielding, on an average, about 10 cwt. of ore per fm. The stopes in bottom of the shallow adit, east of Morgan's winze, are much the same as in my last, yielding about 8 cwt. of ore per fm. If the weather prove favourable, we shall sample on Wednesday or Thursday next about 25 tons of ore.

HEIGSTON DOWN CONSOLS.—The lode in the 45 fathom level, east of Victor's winze, produces some good saving work for copper and mixed with good lead. The 35 fm. level east is without alteration, as also the rise in the back of the said level, and the cross-cut south. The ground in Hitchens's shaft is not so easy of progress as when last reported on.

HOLMBUSH.—The lode in the 132 fathom level, west of the diagonal shaft, still produces 3 tons of yellow copper ore per fm.; the ground in the 120 fm. level, cross-cut south, is moderate, with a little water issuing from the end. The lode in the 120 fm. level, south is 3 ft. wide, composed of quartz, prill, and a small quantity of lead. The lode in the stope in the back of the level is poor (at present). The flat-jack lode in the 100 fm. level, east of the great cross-course, is disordered by several small cross-heads traversing the country north and south; the lode is 3 ft. wide close to these heads, and will produce 11 tons of copper ore per fm.; and we hope it will be found as such (if not better) beyond them when driving through them. The pitches on the whole are much the same as they have been for some time past.

Aug. 28.—Confirming mine of yesterday's date, I now beg to give you a few particulars of the lode in the 132 fm. level, &c., which is 2 ft. wide in both ends and bottom of the level, and will produce all of them 4 tons of copper ore per fm., at 12 per cent. at least; I think and fully believe the pile of ore taken down this week will make 30 tons, at (say) 9s. 2d. worth. Heretofore I have only reported the 132 fm. level west, not knowing the same lode was going back east, and to the north of the old level (which, as it now appears, was driven on a south part); but, in order to prove it, we set four men to open some ground east of a small cross-course, and to our delight we found a course of ore 2 ft. wide in that direction, being north of that part wrought below the 120 fm. level on tribute, and since on tribute, and should it continue its present direction eastward,

allowing for the heave of the lode by the great cross-course, it will be found further north than any of our workings; if so, no doubt it will make the main part of the lode, and as there is no ironstone seen in the cross-cut, north of the diagonal shaft in the 132, extended about 24 fms., I consider it of great importance, and shall be strong in favour of the lode having mastered the ironstone, and will again make a productive lode below it; I may safely say, a better lode I never saw in Holmbush, taking the dip length (4 fms.), as possible; and were there no other but the copper and lead lode, it is worthy of its being done; but when we take the flat-jack lode into the account, it compels us to do so, and to show you the interest I feel in it, that were you to propose at your next meeting to restore me my former salary, I would sacrifice it in preference to a longer suspension of the shaft, and our cross-cut in the 132 is to within 10 fms. of it. The flat-jack lode in the 100 is again forming itself, and making a beautiful smooth wall; it is 2 ft. wide, and producing fine stones of copper ore; the 30 ft. dip is looking well; this pitch alone will produce 50 tons of ore against the next saving; should it hold good, and the other pitches adjoining it are very much improved. The rising end in the 120 cross-cut south is only a finger big of flookan, and have removed the men a few fathoms behind the end, to open some ground on a branch we passed through some time since, but at present it is perpendicular; it may be that there is another limb to the cross-course that has disordered it; however, we shall take ground down enough to prove it; it is 6 inches big, composed of spar, mullie, and spots of rich yellow copper ore; I am not at all discouraged or out of heart yet, but what we shall find a productive lode here, for such a lode is 20 years ago, and the 100 ft. level, which I never saw, and I never saw the flat-jack looking better; we have opened on it in length 50 fms., and the highest 10 fms., so there is no fear of its failing, only at present the cross-course may have thrown it out of its regular course.

KIRKCUDBRIGHTSHIRE.—The lode in Stewart's shaft is 5 ft. wide, with good stones of ore through it, worth 6s. of lead to the fm. We have suspended the new shaft on account of the increase of the water. The lode in the 62 end, west of Keith's, is 3 ft. wide, with kindly ground and spots of Jack and lead ore.

LAMHEROE WHEEL MARIA.—Our tin will be ready for market by the end of next week. The reason why it has been so long on hand is owing to the oven being small; it only contains 7 cwt. at a time, and each serving takes 24 hours to burn. The lode in the 60 still holds good. At Davey's shaft, in the 50 fm. level north, we have not as yet intersected the lode, but are in daily expectation of cutting it; the ground is much against the men for driving, owing to so much water.

LANGFORD.—We have not broken any of the silver lode in the end for the last three days, but we have a good grain going down in the bottom of the level, and there is also an improvement in the topes in the back of the level, from which we have broken about 2 cwt., within the last two days, of good saving work, worth about 16s. per cwt., and it is still improving. We are going on as fast as possible with clearing the adit, and also clearing up Virian's shaft. I hope we shall have a communication through Virian's shaft to the adit level in the course of four or five days.

LEWIS MINES.—We hope to get the engine-shaft down to commence driving at the 90 fm. level in the early part of next month. In the 80 fm. level we cannot speak of any improvement. There has been nothing done in the 70 fathom level, at copper ore shaft, on the new lode, in consequence of our extending the cross-cut south, expecting to intersect other branches. Cock's lode, in the 70 fm. level, east of tin shaft, is 1 ft. wide, and worth 6s. per fm.; ditto west, the lode is 1 ft. wide, and worth 4s. per fm. We expect to hole copper ore shaft to the 90 fm. level in a week. Cock's lode, in the 60 fm. level, east of tin shaft, is 1 ft. wide, and worth 6s. per fm. We have holed the 50 cross-cut south from tin shaft to the level east from copper ore shaft, on Cock's lode; the lode in this level east is 1 ft. wide, unproductive; the new lode in this level, west of copper ore shaft, is opening tribute ground. Ralph's lode, in the 50 east and west from tin shaft, is 1 ft. wide, good work for tin. Cock's lode, in the 40 east from tin shaft, is 1 ft. wide, and worth 4s. per fm. The new lode, in the 30 fathom level, west from copper ore shaft, is 10 in. wide, opening tribute ground; the new lode, in the 20 fathom level, east of copper ore shaft, is 10 in. wide, and worth 7s. per fm. We shall sample 35 tons of tin at the usual time.

NORTH BULLER.—Our operations at this mine are progressing very satisfactorily. Lonsa engine-shaft is down 5 fms. 1 ft. below the surface; the ground is now a beautiful white kila; in the course of sinking this shaft we unexpectedly cut into a new lode of a highly promising character, underlying north. This discovery gives, of course, great additional value to our mine, although in the progress of sinking our shaft it was some hindrance, from the lode nature of the lode obliging us to timber the sides of the shaft. We have now got through the lode, and have come, as above described, into a most congenial strata of ground. In the course of a few days we shall have a new horse-wheel erected on the shaft, which will enable the men to get on much faster in sinking. The widening of King's shaft is getting on very well—we shall complete 10 fms. by the end of this month. In the adit level, driving east, the lode is 2 ft. wide, in very favourable ground—we shall drive 8 fms. during the present month. We have contracted for the building of the engine-house on very satisfactory terms, the foundation of which is completed. Looking at the character of the lode, so far as they have yet been opened upon, and the beautiful strata of ground they pass through, which have far exceeded the expectations of the most experienced men, as well as the sanguine of those mine agents who know the district, my belief is early, as well as great, success is free from the least shadow of doubt.

NORTH WHEEL FRIENDSHIP.—In the 30 fm. level, west of Buller's shaft, there is a lode about 2 ft. wide, wearing a kindly appearance, and producing some black Jack and gossan. We appear here to be getting through the great flookan, and to have now a regular lode, and in which we have occasionally had good stones of lead ore and spots of copper. In the 32 fm. level, north of cross winze, the lode is 18 in. wide, worth 1 ton of ore per fm.; in the same level south the lode is 14 ft. wide, with a rich branch of lead, producing 7 or 8 cwt. of lead to the fathom; in the same level, north of the south winze, the lode produces 7 cwt. of lead per fm. Lead's shaft, in the 30 fm. level, we are now down to the 12 fm. level, and expect to clear this shaft to the 24 fm. level in the course of a month. The pitches are all looking very well. I expect we shall have 15 tons of ore broken by the end of this month. We weighed off yesterday 9 tons 9 cwt. 1 gr. of ores, which sold at 9s. 6d. per ton.

PENNANT AND CRAIGWEN.—The water-wheel is finished; the engine-works are now putting up the crushing mill, &c. Owing to wet weather the men were three days longer with the wheel, but they were going on at the same time with the machinery inside the building. The western stopes are still rather poor; it produces fine lumps of ore now and then, but does not make ore regular—the lode is now opening. I expect in the next stopes, under the present depth, that the lode will produce a good lot of ore—next month I shall commence another shaft. The eastern stopes are still the same, producing about 2 tons to a fathom. The lode in No. 1 adit is opening very fast, but produces very little ore; the ground is now much softer in going towards the kila.

PENTIRE GLAZE AND PENTIRE (UNITED).—At the south hill the summen have finished cutting the pit, &c., at the 30 fm. level, and have commenced driving south—have driven about 2 fms.; the ground is easily wrought, and does not require much timber—no lead taken down nor cut into. I do not expect the driving will be found productive until we get 7 or 8 fms. further south. In the 20 fm. level south the lode is about 1 ft. wide, producing very good work. In the same level north the lode is about 10 inches wide—poor. In the 10 fm. level south, on the west side, the lode is about 1 ft. wide, producing very good work. The lode in the 10 fm. level, south of the mine, and Pentire the 10 fm. level is suspended for want of air, and must continue so until we have sunk the winze through, which is now in course of sinking by six men, and is now down within 4 fms. of the 10 fm. level; and should the ground continue as at present, will be holed in about a fortnight from this time; when this is done, and the level ventilated, we shall be enabled to take away the backs, which stand in whole ground from this level to the surface, which is full 40 fathoms; and as we have driven this level through 25 fms. of ore, and should it continue, it will yield a great quantity of ore. The stope in the back of the adit level north is just as last reported, yielding a fair quantity of ore; the south stopes have improved. Since the suspension of the 10 fathom level the summen have been engaged in making preparations for sinking the engine-shaft, and I hope we shall commence sinking the early part of next week. Our surface operations are going on well, and our general progress very favourable.

PENZANCE CONSOLS.—There is a great improvement in this mine. We have cut a fine course of tin in the bottom level, on the north lode, 4 ft. wide, and also on the south lode we are looking well, and if this course of tin holds, we are likely to do good for the adventurers.

ROCHE ROCK.—The masons are engaged in roofing the smith's and carpenter's shops, and building the stack. We have four men clearing out the foundation for the boiler house. The cylinder will be delivered on the mine to-morrow, and we expect all the engine will be on the mine this week. The shaft is down about 8 fms.; the water is increased tolerably, and we are thinking to attach rods to one of the stamps wheels to draw the water, which will enable us to continue sinking the shaft for 7 or 8 fms. deeper. We hope to get the lift to work by Saturday evening next. We shall have to erect a winze very shortly to draw the stuff from the engine-shaft. In consequence of the shortness of surface water, we are unable to work the stamps.

SNOWDON.—Our proceedings this month have progressed favourably; the tributors in the upper levels have raised and sent down to the mill some 40 tons of ore for dressing. The network is as follows:—In Pascoe's level we have four men sinking the winze to communicate with Rowland's level, in which latter we have two men driving to meet it, which work will soon be completed. In Smith's level (the new undertaking destined to unwater the green lake) we are getting under cover, and shall soon be able to put on a double horse-wheel, and we are thinking to attach rods to one of the stamps wheels to draw the water, which will enable us to continue sinking the shaft for 7 or 8 fms. deeper. We hope to get the lift to work by Saturday evening next. We shall have to erect a winze very shortly to draw the stuff from the engine-shaft. In consequence of the shortness of surface water, we are unable to work the stamps.

SOUTH MOLTON CONSOLS.—The lode in the 32 fm. level, north of the engine-shaft, is 1 ft. wide, producing good stones of lead, and the ground is very favourable for driving. The lode in the 22 fm. level, north of the old shaft, is 24 ft. wide, and will produce 15 cwt. of lead per fm. The lode in the stope in the back of the 22 is 4 ft. wide, producing 10 cwt. of lead per fm.

SOUTH WHEEL TRELAUNY.—We have been engaged during the last week in cutting in north and south of the 60 cross-cut, west of the engine-shaft, on a branch of capels and kila, mullie, and spots of lead and copper ore; the branch in the south end appears to be improving; however, we must cut in further to prove whether it is the lode or not, as the slide is so close by. With respect to the driving north of cross-cut in the 50 fm. level, west of the shaft, it is much the same as mentioned last week; it is going its regular course and regular bearings.

TAMAR SILVER-LEAD.—In the 205 end the lode is 6 in. wide, producing good stones of ore. In the 190 end the lode is 18 in. wide, 6 in. of which is saving work. In the 175 end the lode is small and unproductive. In the 150 end the lode is 5 ft. wide, interspersed with ore, and producing work of a moderate quality. I am glad to say the masons and engineers are getting on very well in erecting the engine, and we hope to get it ready to work by the middle of next week. At the North mine, in the 90 fathom level, we are still cross-cutting west; the ground is very hard for driving. In the 80 fm. level, driving north, the lode is 1 ft. wide, good stamps work. In the 60 fm. level the lode is 1 ft. wide, composed of spar, mullie, and spots of ore. At Spargin's, the engine-shaft is sunk 6 fms. 2 ft. 6 in. below the 145 fm. level, the lode in which is 3 ft. wide, composed of kila, flookan, and ore work of a coarse quality.

TINCROFT.—In the 100 fm. level, driving west of Palmer's shaft, on East Pool lode, the lode is 2 ft. wide, with good stones of copper ore. In the 90 west the lode is 2 ft. wide, worth 6s. per fathom for tin and copper. In the 80 west the lode is 3 ft. wide,

worth 5s. per fathom for copper; in the winze sinking below this level the lode is 3 ft. wide, worth 4s. per fathom for copper. In the 35 fm. level, driving west of Stainby's shaft, the lode is 2 ft. wide, unproductive. At North Tincroft, the lode in the engine-shaft sinking below the 110 fm. level, is 5 ft. wide, worth 20s. per fathom for copper. In the 110 fm. level east the lode is 4 ft. wide, worth 25s. per fathom for copper; in the west end, same level, the lode is 6 ft. wide, worth 25s. per fathom for copper. In the 100 fm. level, east of Willoughby's shaft, the lode is 4 ft. wide, worth 10s. per fathom for tin and copper; in the west end, same level, the lode is 5 ft. wide, worth 20s. per fathom. In the 90 fm. level, west of engine-shaft, the lode is 4 ft. wide, worth 15s. per fathom. The 90 west, driving on the south lode, is 3 ft. wide, worth 6s. per fathom for copper. In the 80 fm. level west the lode is 3 ft. wide, with stones of ore; in the winze sinking below this level the lode is 4 ft. wide, worth 6s. per fathom for copper. On Highbarrow tin lode, in the 132 fm. level, driving east of engine-shaft, the lode is 5 ft. wide, worth 20s. per fm. In the 140 fm. level, east of Martin's east shaft, the lode is 5 ft. wide, worth 20s. per fm. In the 130 west the lode is 4 ft. wide, worth 15s. per fathom; in the winze sinking below this level the lode is 4 ft. wide, worth 12s. per fathom. In the 120 fathom level, west of engine-shaft, the lode is 3 ft. wide, worth 10s. per fathom. In the 110 fm. level, driving west of Cook's Kitchen, Chapple's lode is 4 ft. wide, worth 4s. per fathom for tin. In the 100 fm. level, west of Downright shaft, the lode is 6 ft. wide, worth 15s. per fathom for tin and copper. Groul's lode, in the 80 fm. level west, is worth 40s. per fathom for copper. In the 70 west the lode is 6 ft. wide, worth 30s. per fathom; in the back of this level we have a rich lode 4 ft. wide, worth 15s. per fm. At Wheel Providence, the lode in the shaft is 3 ft. wide, unproductive.

TRELAUNY.—At Phillips's shaft, in the 62 north, the lode is 2 ft. wide, worth 9s. per fm. In the 62 fm. level north the lode is worth 11s. per fm. The winze in the bottom of this level is holed to the 72, where the air is much improved in consequence. At Trelaunty shaft, we have not yet seen anything more of the lode in the 92, in consequence of Wheel Trehaune people being engaged fixing their lifts from the 55 fm. level, for the purpose of drawing their own water, which has prevented them from drawing up the bottom water, and which partially supplied our large upper lifts; we are, therefore, obliged to reduce the speed of our Trehaune engine, and she is not going fast enough to keep the water out from the bottom with the small sinking lift which is now there. A few days, however, will finish Trehaune work, and we shall then go on as before. The shaftmen are still about the bob-plat in the 40. In the 92 north the lode is 24 ft. wide, worth 9s. per fm. In the same level south the lode is 3 ft. wide, worth 7s. per fm. In the 72 north the lode is 3 feet wide, worth 7s. per fm. At the north mine, we are still rising in the back of the 68. The men that were employed stoping the bottom of the 50, south of Smith's shaft, are now making preparations to sink the shaft, which we hope they will begin about the latter part of the week. We set the new engine to work on Saturday last, and everything went off quite satisfactorily. We have nothing to notice in the stopes more than usual.

TRELEIGH CONSOLS.—Christo's lode, in the 100 fathom level, west of Garden's, is 18 in. wide—but little ore. In the 90 fm. level, west of ditto, the lode is 2 ft. wide, worth 16s. per fathom; in the stopes above the 90 fm. level, east of Harris's winze the lode is 24 ft. wide, worth 24s. per fathom. In the 80 fm. level, west of cross-cut, on north part, the lode is 1 ft. wide, with stones of ore. In the 70 fm. level, west of Garden's, the lode is 30 inches wide, worth 9s. per fathom; in the stopes above the 70 fm. level, west of Stevens's winze, the lode is 2 ft. wide, worth 9s. per fm.; in the stopes west of ditto, the lode is 18 in. wide, worth 8s. per fathom. In the winze below the 70 fm. level the lode is 3 ft. wide, worth 6s. per fm. Parent lode in the 52 fm. level, east of Parent shaft, is 18 in. wide, not much ore; we have not opened west yet. In the 40 fm. level, east of ditto, the lode is 18 in. wide, with good stones of ore. The 40 cross-cut, south of Parent shaft, is driving to cut the middle lode. The middle lode, in the adit, east of Nicholson's shaft, is 1 ft. wide, worth 3s. per fathom.

WEST PHOENIX.—The men have opened on a large gossan lode, equal to the back of the lode in the Phoenix Mine, which is the same. They have cut into it more than 3 ft., and have no wall as yet. It is the opinion of every miner who knows the locality that it will ultimately become a very productive mine both for tin and copper, being in the granite, bordering on the clay-slate, adjoining the Phoenix Mine.

WEST WHEEL JEWEL.—We have not taken down the lode in either of the levels or winzes, on Wheel Jewel lode, in the past week. The 57 fm. level, east of Hodges's cross-course, on Tolcarne tin lode, worth 20s. per fm.; ditto, west of ditto, worth 30s. per fm. The winze in the 30 fm. level, west of Quarry shaft, on the same lode, is worth 6s. per fm. The shallow adit level, west of Tregoning's shaft, on the same lode, worth 9s. per fm. The stopes in the back of the 12 fm. level, west of Piyor's winze, on the same lode, are worth 12s. per fm.; the stopes in the bottom of the 12 fm. level, east of Tregoning's shaft, on same lode, worth 27s. per fm.; the stopes in the bottom of the same level, west of Tregoning's winze, are worth 25s. per fm. These stopes are working on tribute.

WEST WHEEL VIRGIN.—The summen have now begun to drive the levels east and west to the bottom of the engine-shaft—a good lode of tin is in each end. We sold a lot of tin from this mine yesterday, which was broken in the engine-shaft, at 55s. per ton.

WHEEL CREBOR.—I beg to state that the lode in the 12 fm. end is improving both in size and quality. In the 24 the lode is not yet cut, but we find the country impregnated with copper in driving towards it, which looks well. The pitches are without alteration, and the tributors commenced dressing yesterday. In the 40 end, west of Rundle shaft, the lode is looking promising, about 18 in. wide, composed of mullie, prill, with good stones of rich ore, underlying 1 ft. to the fathom, with well-defined walls. The adit end is without alteration; we are still driving the cross-cut south. I put the men to coast near Rundle shaft on Tuesday, according to your directions. As it is letting day on Saturday, my next report will explain what is let, with the prices, &c. The engine, pitwork, &c., are in good working order, and the crusher and stamps are nearly completed.

WHEEL MARY ANN.—Having fixed all the pitwork, &c., in the 60 fm. level, we have resumed sinking Pollard's shaft. The lode in the 60 fm. level, north of this shaft, is 18 ft. wide, worth 7s. per fm.; in the same level, south of this shaft, the lode is 2 ft. wide, and worth 8s. per fm. The lode in the 50 fathom level, south of this shaft, is 2 ft. wide, and worth 8s. per fm. The lode in the 40 fathom level, south of this shaft, is 1 ft. wide, and worth 3s. per fathom. The lode in the 70 fm. level, south of the boundary, is 2 ft. wide, worth 8s. per fm. The lode in the 60 fm. level, south of Barratt's shaft, is 24 ft. wide, and worth 12s. per fm. The sinking of Barratt's shaft is at present suspended on account of the water. The stopes throughout the mine are usually productive. We sold yesterday to Messrs. Robert Mitchell and Sons, the Pampou Smelting Company, a parcel of lead ore, computed 92 tons, at 19s. 10s. per ton.

WHEEL RUSSELL.—In the 16 fathom level, driving east from the south engine-shaft, we cut a lode 14 ft. wide, worth 12s. per fm.; the lode is 2 ft. wide, and worth 8s. per fm. The winze under the 24 is now down to the 37 fm. level; the lode is large, and producing good work. At the south engine-shaft, we have finished our pit in the 37 fm. level, and are continuing the cross-cut to the lode, and have commenced sinking this shaft under the 37 fm. level, and have just cut what appears to be a large lode, underlying south, and producing good stones of ore; how large it is we cannot say; we think it is the north lode. In the stopes under the 26 fm. level the lode is 24 ft. wide, producing 4 tons of good ore per fm. The pitches in the back of the 16 and 26 fm. levels are looking well.

WHEEL TREMAINE.—At Laurie's shaft, on the north lode, in the 30 fm. level, driving west, the lode is 2 feet wide, unproductive. At Champion's shaft, on the north lode, in the 18 in. level, driving east, the lode is 30 in. wide, worth 6s. per fm.; in the winze sinking below the adit level, west of shaft, the lode is 2 ft. wide, worth 5s. per fm. At Madron's shaft, on the south lode, in the 70 fm. level, driving west, the lode is 20 in. wide, worth 7s. per fm. In the 60 fathom level, driving west, the lode is 2 ft. wide, opening tribute ground. At Painter's flat-roof shaft, on the south lode, in the 40 fm. level, driving west, the lode is 10 in. wide, opening tribute ground; ditto east the lode is 1 foot wide, producing good stones of ore. In the winze sinking below the 30 fathom level, 12 fms. west of shaft, sinking below the 30 fm. level, the lode is 1 ft. wide, worth 14s. per fm.; in the 30 fm. level, driving west, the lode is 1 ft. wide, intermixed with black ore, not to much value; the west winze-shaft, sinking in the above level, is communicated; the men are engaged cutting pit in the 30 fm. level. At Allen's shaft, on Allen's branch, in the 33 fathom level, driving west, the branch is worth 4s. per fm.; in the cross-cut driving north, in the 33 fm. level, we have not intersected the branch yet. In the 33 fm. level, driving west of the new shaft, on a south branch, the branch is 8 in. wide, unproductive. The engine is set to work. The shaftmen are engaged cutting pit, and doing other necessary work for sinking; they will commence sinking this week. Our tribute department is looking much the same as it has for some time past.

WHEEL VINCENT.—Since last report, we have been engaged in drawing up the work that has been laying under water, which was broken from the back of the 10 fm. level, in order to commence working in the east and west ends. Our prospects in the east end are very good; we have a lode 2 ft. wide, producing good work for tin; our west end is not looking quite so well at present; the lode is 1 ft. 6 in. wide, yielding some tin; also, our stamps are again set to work, which we hope constantly to supply with work, as I think we shall not lack water any more for this season.

FOREIGN MINES.

ALTEN MINING ASSOCIATION.—Estimated produce for July:—

| Mines. | Tons of Ore. | Per Cent. | Fine Copper. |
|--------------|--------------|-----------|--------------|
| Raipas | 50 | 50 | 4.000 |
| Old Mine | 70 | 54 | 3.85 |
| United Mines | 10 | 4 | 0.40 |
| Mitchell's | 23 | 7 | 1.61 |
| Carl Johan's | 10 | 9 | 0.90 |
| Ryper's | 8 | 6 | 0.48 |
| Totals | 171 | | 11.24 |

Mining Report from the 15th July to the 6th Aug.

Raipas.—Since resuming the bottom workings, there has been but little change to note in the prospects. The winze below the 10 fm. level has now reached the level of the lode, and we have commenced driving towards the workings on Laurie's lode, to which we expect to hole in the course of a month or two. A drifting improvement has recently taken place on one of the tribute pitches in the shallow adit, which has enabled us to reduce the price from 6 Spanish dols. for 6 per cent. ore, to 5 Spanish dols. for a ton of 7 per cent. The workings generally are making fair progress, and we expect the result of our last month's tribute operations, when sampled and weighed, will show a good improvement in the returns. We shall now resume the ore driving, and in the course of this month hope to make some good deliveries to the smelting house.

United Mines.—The exploration of the new discovery, on Ward's lode, appears to be rather more promising, and with next post we hope to be able to hand you some more cheering account of this place. At Woodfall's, some small parcels of good ore have been produced from the backs, and the produce of these mines has, on the whole, somewhat improved.

Old Mine.—The returns continue remunerative, and the prospects have not deteriorated. Slung's sink is at present much troubled by water, and we have been obliged to keep some extra hands here for the purpose of keeping it clear. The produce of this working is somewhat better than formerly, and the present indications in the lode lead us to expect still further improvements. The north-east sink is equally productive, and the quality of the returns is good. The adit level towards Bergmeier's makes fair progress, but the country has recently become somewhat more compact and harder, which leads us to think that we are getting pretty close to the lode. The newly discovered lode, between this mine and Mancur's, is not very encouraging, but the tributors continue to return small parcels of ore from the workings for exploring it. Several hands are again employed on the old hairan heap, and the return of ore are now more plentiful and better than for some time past. The last month's produce is now in course of returning, and will be made known to you by the delivery note to be forwarded with next post.

Ryper's.—The workings at this mine showed for a time symptoms of improvement, but

during the past week they have again deteriorated. The quality of the produce is very good, and we have no reason to complain of the result of our operations.

Michels.—The lode in the level is harder, but its quality is somewhat improved, and its prospects are very encouraging. The tributers at this season are all employed in exploring the numerous small lodes at the surface of this mine, and their labours have, hitherto, met the usual good success.

Carl Johan's.—The returns from this mine are of the former good quality; the tributers take great interest in their work, the result of which in every way answers our expectations. The June and July produce is now in course of returning to the smelting house; it will be all brought down by the end of this month, and with next post we hope to be able to show a more profitable result to our proceedings from the commencement of the summer.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Banana, June 15.—Our produce for the past 10 days has been very little, the vein, from its disordered state, having proved very poor; however, we are not without hopes of its again improving. It has not yielded any work for the washing-house, as you will perceive by the gold returns: this is to be regretted, but you are aware the produce from Jacotina mines is generally very fluctuating; consequently we think but little of a few poor returns. Our principal hope now lies but a short distance before us—viz., the prosecution of the 24 ft. level. Little progress has, however, been made here, owing principally to the fixing the plunger-lift in Gibson's shaft, which has occupied nearly the whole of the time; it is now at work, and has superseded Thomas's old rotten wheel, which could not have held together many days longer. Capt. Brokenshaw's report will explain the progress, &c., making in the different other points of operation. A slight accident has happened to one of the rods attached to the iron wheel, but it is of little consequence, as it can be replaced by a new one without difficulty.

Gongo Soco.—You will observe that the gold returns from here are a little improved, being 3 lbs. 5 ozs. 2 dwts., and derived as follows:—

| | | |
|-----------------------------|----------|-----------------|
| Gold and silver stamps..... | 1 0 2 0 | 20 stamp heads. |
| Great Western stamps..... | 0 8 17 0 | 25 " |
| Johannesburg stamps..... | 0 7 10 0 | 12 " |
| Walker's stamps..... | 0 3 8 0 | 18 " |
| Washing tubs..... | 0 10 5 0 | 75 stamp heads. |

Total..... 1 11 5 0 75 stamp heads.

The plan is now in 87 fms., and the ground still favourable. There can be no doubt of the tunnel being a success, and the results will be a good one, and I think that ultimately good results will accrue to the company. They will soon be able to take away the entire formation, on which they build their great hopes, through the tunnel, and, of course at a trifling expense per ton. This will be some trial whether the productiveness of the Jacotina will amount to their calculation or not, and this trial, from the present forwardness of the tunnel, which has already reached the Jacotina, will be made previous to the expiration of the four months granted them by their agreement, provided always that all their railway iron reaches Gongo from Rio in time to prevent any impediment.

LINARES MINES.

The following has been received from Mr. H. Thomas:—
Linares, August 17.—The men in Wilson's shaft have completed the taking down of the south lode to the sole of the 45 ft. level, and found it of similar productiveness to that mentioned in my last report. They are now employed in casing the shaft, removing pent-house, &c., in order to pass the kibble direct to the 45 ft. level, and we hope accordingly to draw from thence in the course of the coming week. The men employed in opening the ground for the passage of the rods to San Antonio winze, in order to effect the deeper drainage of the mine, are getting on well with their work, and we shall be prepared to commence the connections and drop the pumps on arrival of the iron from Seville for that purpose. San Juan shaft is down 7 varas 0 ft. 5 in. under the 31 ft. level—the ground still being favourable for sinking, though a little harder than last reported. Shaw's shaft is sunk under the level (31) about 8 varas, the lode being large, and containing good stores of lead ore throughout the shaft. The ground is also favourable for sinking. In driving the 31 ft. level east the lode, during the past week, has much improved in size and quality. Although not containing a regular course of lead at present, its value is about 14 tons in a fathom. With this improvement, the end is also more easy for driving, and the men are proceeding more rapidly, having driven during the past week about 2 varas. Both in Shaw's shaft and in this end the lode contains earthy carbonate of lead and calcareous spar, such as we have seen accompanying it in some of our productive pitches at the same level. The lock on the continuation of this level eastward with much interest, having before us a large piece of ground, which the workings on the back of the lode prove to have been productive at a shallow level. The bearing part of the lode, in the 45 ft. level, has not been taken down since my last. In the tribute department there is no material alteration. We have the masons at work in building changing houses for the men, also a house wherein to fix the turning lathe, now temporarily placed in the store-house, and a powder-magazine. I am very careful not to have more surface work than we absolutely require, and the directors and shareholders may be assured that the expenditure of their money is watched with great care. It is my duty to inform the necessary for me to remind you, that having all at once, I am, united the operations of a productive mine with those of drainage and exploration, are usually preliminary to the other, we have found it imperative to extend our surface erections more rapidly than in any other within my experience.

| | |
|------------------------------|--------|
| August 10—At Linares..... | 0 11 |
| 17—Weighed in this week..... | 44 3 |
| Together..... | 44 14 |
| Sent to Malaga..... | 26 10 |
| Remaining in stock..... | 18 4 |
| At Seville..... | 166 0 |
| At Malaga..... | 57 11 |
| Total in stock..... | 241 15 |

BODMIN CONSOLS MINING COMPANY.

The first meeting of adventurers in this undertaking was held at the offices, Royal Exchange-buildings, on Tuesday last, the 27th inst.

Capt. Ambrose in the chair.

The following shareholders were present:—Messrs. Balle, Nicholls, Goatley, Tripp, Grave, Hawkins, and Lieut. Robinson, and proxies held by gentlemen present from 20 country shareholders. After the usual preliminaries, the following directors' report was read:—

The works commenced in June, 1849, and the inducements to continue the explorations, &c., have uniformly been encouraging. The mines are held on letters of license from Messrs. Pys and Hext, for one year, from 17th of June, 1850, securing leases of 21 years, subject to the usual mining conditions, at 1-15th dues for all minerals, and a deposit of 300l. in trust, to meet any damage done to the surface of the property, the interest secured to the adventurers. Four hundred and twenty-four shares, free up to 5l., have been retained by the promoters of the company, and the purchasers of the sets. Of the 600 shares offered to the public, 282 have been taken, and 828l. has been received. Of this sum 685l. 1s. 3d. has been expended in the purchase of the mine, and a balance in favour of the adventurers of 138l. 18s. 9d. The paid accounts and vouchers, carefully audited, are on the table. The liabilities of the mines up to the end of July, are 263l. 14s. 9d.; the accounts are duly entered. Against this sum the shareholders possess the mining property and the machinery; the 318 shares not yet issued, value 972l.; also 18l. due on calls, and the balance in hand of 138l. 18s. 9d., giving a total of 1110l. 18s. 9d., besides the other very valuable property.

The report having been received and adopted unanimously, it was resolved that it be printed in the *Mining Journal*, and circulated among the shareholders.

Capt. Vercoe gave a flattering description of the present position and future prospects of the mine, and submitted the following report, from Capt. R. Hooper:—

August 24.—In compliance with your request, I proceed to give you a report of the present prospects of the mine. The winze in the south adit is looking very well indeed; since you left we have taken out some good work in lead and plenty of muddle; the lode in the last week seemed to alter considerably, and I thought we should have had a regular course of ore at once. We are down to water, and for the present can go no deeper; this looks well for the 13 fathom level, from which I do not expect large returns will be produced, having already good lead in this level. The winze in the north adit is looking well; the men are raising some good lead; altogether the lode promises great things, having a good portion of arsenate and carbonate of lead, with the green oxide of lead—indications that have rarely, if ever, been known to fail. I consider the prospects of the mine very good, and at this shallow depth, I believe that better cannot be seen in the two counties.

It was then resolved that the mine be conducted on the Cost-book Principle—that a committee of management be formed, to consist of the following gentlemen:—Messrs. J. D. Lee, A. Murray, jun., E. Hawkins, L. Graves, Capt. Ambrose, D. G. Goatley, and Thos. Balle—that Mr. W. Murray be the secretary; Mr. A. Murray, jun., inspector; and the bankers Messrs. Masterman, Peters, Mildred and Co.—The cost-book rules having been read and agreed to, a vote of thanks was passed to the chairman, for his able and patient conduct in the chair, when the meeting separated.

CRADDOCK MOOR MINING COMPANY.

At the bi-monthly meeting of adventurers, held at Liskeard, on 21st inst., the accounts were examined and passed, showing—Call, 105l. 10s.; balance last account, 99l. 1s. 2d.—204l. 11s. 2d.—By labour cost, 77l. 18s.; merchants' bills, 23l. 10s. 5d.—leaving balance in favour of the adventurers, 108l. 7s. 9d. A call of 10s. per share was made, and the following report, from Capt. Taylor, the agent, was read to the meeting:—

Aug. 21.—Since last meeting our operations have been principally confined to sinking the shaft, which is now nearly 20 fms. deep from surface. The cross-course is still very regular, but the ground is hard, consequently our progress in sinking is slow. About a week since we commenced driving north in the bottom of the shaft to cut Dunstan's and Vivian's lodes. We have now driven about 4 ft., and I expect in 2 fms. further driving to cut Dunstan's lode. This lode, and Vivian's, will, I expect, have formed a junction where we expect to cut them.

RHOSWYDOL AND BACHEIDDON MINING COMPANY.

An adjourned special meeting of adventurers in the above mines was held at the offices, Old Jewry, on Tuesday, the 27th inst., to receive a report from the managing agent, and to determine on making a call to meet the balance which appeared against the mine.

GEORGE WHITMORE, Esq., in the chair.

The ordinary proceedings having been observed, the following report of Capt. Davies was submitted to the meeting, as also the accounts in detail, an abstract of which will be found appended to the report:—

Aug. 26.—Prosser's level has been driven east along the lode 10 fms. 3 ft., and 3 ft. crossed through the lode north, which being in some places too wide to take down the whole, a short cross-cut must occasionally be driven—nearly the whole of the above driving showed signs of lead ore, but no improvement. In Smithy level, in the backs, 18 fms. 1 ft. of ore ground was stopped; after a little working in the present month, the roof was communicated with the 17 ft. level winze. Davies' cross-cut has been driven 5 fathoms 2 ft. 6 in. further south—the whole length being 25 fms. 2 ft. 6 in. In the Augustus shaft 3 fathoms 0 ft. 8 in. of ore ground were stopped. Hadley's cross-cut was driven 12 fms. 0 ft. 6 in. further—making with that which was driven before, 29 fms. 5 ft. 10 in.; the whole length of cross-cut is 29 fms. 1 ft., which is 5 ft. short of the 30 fms. calculated to drive to the south lode. In the month of July, the party of men working

here were making very slow progress; I therefore changed them, and put on six new hands; these have worked well, but have not yet cut the lode, which is the cause of my delaying ending this report till the last moment, nor will the lode be cut by the meeting on Tuesday. In the backs of the 10 ft. level, 25 fms. 4 ft. 6 in. of ore ground were stopped—has produced about 10 cwt. to the fathom. The 17 ft. level has been driven east 6 fms. 3 ft. 4 in., producing lead ore all the way, but it was not so productive as the 10 ft. level stops. From a difference in the appearance of the ground in the two levels, we believe the 17 ft. level has not yet entered the 10 ft. ore ground, which proves that it dips east. In the back of the 17 ft. level 9 fms. 4 ft. of ore ground were stopped, the quality of which was poor. In the bottom of the 17 fathom level, the winze was sunk 4 fms. 2 ft. 3 in.; it has gone through a course of ore worth about 10 cwt. to the fathom, and has communicated with the roof in Smithy level. The Hope shaft has been sunk 2 fms. 2 ft. 9 in. through a promising course of lead ore. I let the shaft be sunk deeper to several parties; but, on account of the heavy water, they could not make wages, except at a very high price. After much consideration, I have let a shallow adit to take the lode, at a depth of 10 fms.—six men, 40 fms. or 40l. In July we shipped 6 tons 13 cwt. of lead ore; by the end of the present month, we shall have from 12 to 15 tons more to ship. In accordance with the resolution sent to me, I offered the lead to raise on tribute, but at present this is an unusual mode of working in this district, and the men refused adopting it. For this reason we have not yet any ore ground, but our lettings have been as follows: four men driving Prosser's level east at 80s. per fathom; six men driving Davies' cross-cut at 60s. per fathom; six men driving Hadley's cross-cut at 60s. per fathom; six men driving Hope's level 10 fms. at 5s. per fathom, 10 fms. at 10s., and 20 fms. at 30s.—in all, 40 fms. for 40l. In addition to the above, there are 10 labourers clearing the attle from the above bargains.

The following is an abstract of the accounts presented to the meeting:—
Balance from last account, 168l. 8s. 3d.; accountants, 9l.; labour cost for June, 126l. 9s. 1d.; merchants' bills, 52l. 1s. 10d.; labour cost for July, 122l. 11s. 5d.; merchants' bills, 55l. 17s. 1d.; insurance, painting, petty cash, and purser's salary, 17l. 18s. 10d.—552l. 1s. 6d.—By call 12l. 10s.; ore sold, 108l. 6s.—leaving a balance against the mine, 431l. 5s. 6d. There is due for ore sold since, 59l. 6s. 5d.

The accounts having been laid on the table were passed—having been duly audited by the finance committee.

In reply to a question from one of the adventurers, the CHAIRMAN stated that the cost for the month of August was estimated at 120l., but that the ore in course of being returned would meet the same. It being, however, essentially necessary that the funds should be provided for meeting the deficit which appeared on the accounts submitted to the meeting, he would recommend an immediate call, with the view of liquidating the claims on the mine, in which were included a debt to the bankers for an advance of 250l.—After much discussion, it was resolved that a call of 3s. per share be made, payable on the 27th of September.

A lengthened conversation ensued on subject of the future operations—it appearing that the present workings were confined to dead ground, although the south lode was expected hourly to be intersected; and to ascertain the results of which the former meeting had been adjourned until this day; but which had not been effected.

In answer to a question submitted to Capt. Edward Davies (who, by-the-by, repudiates the title of captain, as anti-Welsh), that gentleman stated the reason he had confined himself to driving fur ends in unproductive ground was, that he had received instructions not to work any ore ground except on tribute. He had, therefore, abandoned the ore ground, which he, however, considered would not only pay cost, but yield a slight profit, as well as be the means of exploring and further proving the mine, but it did not appear that he had communicated the same to the committee. In the end, it was determined that the 10 and 17 fathom levels, which were represented as likely to yield a profitable return, should be stopped, and the operations of the mine confined to the productive ground. It was stated that Captain Matthew Francis had reported there was 20,000l. worth of ore in sight, of which it appeared only one-fifth had been extracted. The lode was represented as being worth 8 cwt. per fm., and could be worked at 80s., to which add dressing costs and returning charges, would leave a slight profit. The 17 fathom level was under the ore ground discovered in the 10 ft. level, but, in consequence of the dip, could not be said fairly to have come into productive ground.

Some remarks were made on the conduct of Captain Davies towards one of the adventurers who had visited the mine, and who, as we understood, had been threatened with violence being used towards him by those employed and in the locality, should he repeat his visit; but as such, we were given to understand, will form subject matter for magisterial interference, it would be improper further to advert to it, except to express our regret that personalities should be indulged in, or grounds afforded for a doubt being entertained of the good conduct and quietude of the district.

It being intimated to the meeting that certain charges would be brought forward on an early day affecting the management and expenditure—26,000l. to 28,000l. over a period of 9 or 10 years, without any returns, as was represented—it was resolved that the next bi-monthly meeting be made special, for the purpose of considering the same.

A vote of thanks having been given to the chairman, the meeting separated.

GONAMENA MINING COMPANY.

At the bi-monthly meeting of adventurers, held at Liskeard, on 21st inst., the accounts were examined and passed, showing—Balance from last account, 44l. 18s. 7d.; copper ore sold, 255l. 6s. 3d.—300l. 4s. 10d.—By labour cost, 115l. 0s. 7d.; merchants' bills, 95l. 11s.; lord's dues, 17l. 2s. 10d.—leaving a balance in favour of adventurers, 72l. 10s. 5d.

The following report, from Capt. John Buzza, was read:—

August 21.—The 80 ft. level west on Gilpin's is suspended for the time. We have put the men to drive north, to cut Taylor's lode at that level. The lode has not yet been seen under the 38 ft. level, and we have but about 30 fms. to drive in the cross-course to cut it at 80. Driving east at the 80 the lode is 1 foot wide, composed of pencil, muddle, and a little ore. We have not driven so far east as where the level above began to be very about 6 fms. We are sinking a winze in the bottom of the 60 ft. level to meet the 80 coming forward. This winze is producing two tons of ore per fm., and is sunk 6 fms. The winze from the 17 to the 38 on Taylor's is holed, and we shall now drive a 28 ft. level. We have a pitch working in the back of the 17 at Taylor's, at 10s. out of 20s., and one in the back of the 60 at Gilpin's, at 12s. We expect to sell 30 tons of ore before next meeting.

WHEAL BAWDEN MINING COMPANY.

The usual two-monthly meeting was held at the offices, Threadneedle-street, on Wednesday, the 27th inst.

JOHN BROWN, Esq., in the chair.

The minutes of the last meeting, held on the 27th June last, were read and confirmed.—The account of receipts and expenditure showed a balance of 52l. 10s. 8d. in favour of the company; and an account of liabilities and receipts before the meeting to be held on the 22d October next, were laid before the meeting and passed.

The following report, from Capt. Thos. Richards, was read to the meeting:—

I beg to inform you that, since my report of the 26th of July, the adit level has been driven about 10 fms. on the course of the lode, which is, on an average, about 1 ft. wide; the former 2 fms. produced good stones of lead and silver ore, but 5 fms. have been in rather disordered ground. The last 3 fms. are again more encouraging; the lode contains more of capel, spar, muddle, carbonate of iron, and, in places, good spots of lead; and I am still of the same opinion, that as we approach the gossan on the hill, a good bunch of ore will be found.

WHEAL SUSAN MINING COMPANY.

At a general meeting of adventurers, held at East Godolphin Mine, the accounts were examined and passed, showing—Labour cost, March, 13l. 9s. 10d.; ditto, April, 84l. 5s. 3d.; ditto, May, 49l. 18s. 10d.; ditto, June, 53l. 1s.; merchants' bills, March, 81l. 15s. 5d.; April, 77l. 13s. 5d.; May, 220l. 4s.; June, 87l. 0s. 4d.—517l. 8s. 1d.—By call of 5s. per share, 250l.—leaving balance against the adventurers, 267l. 8s. 1d. A further call of 5s. per share was made, and the following report, from Mr. Charles Parry, the purser, and Capt. Ralph, the agent, was read:—

August 13.—The mines are fast progressing to an active state of working in a sound and satisfactory manner. The Godolphin deep adit has been deepened and cleared up for a distance of 968 yards, and the wheel water-course widened and improved 822 yards. On Wheal Susan south lode a water-wheel, 18 feet diameter, and 7 feet breast, was completed and put to work on the 19th June. It is computed that this wheel is of sufficient power to work a 17-in. box 20 fms. deep, or two 9-in. boxes 45 fms. deep—a depth much below that in which, in this district, lodes are found very productive. The wheel, which is new, and of the most approved construction, will drain Wheal Susan south and north lodes, and the West Downs lode, commonly called the Great Red lode, or "Champion of the West," a name arising from its extraordinary size and great yield of tin. The Wheal Susan south lode is drained to the old bottom, which are 14 fms. from grass, the adit being about 2 fms. The 6 ft. level we find extended east about 40 fms. from engine-shaft, with very little ground working. From this level we have raised a small quantity of very rich ore, yielding by assay 204 per cent. for copper. A parcel of tin from the same lode is also raised, worth 3s. 10d., 4s. 6d., and 2s. per barrow of 22 gallons. It appears this lode carries both tin and copper, and varies in size from 6 in. to 2 ft., underlying south. There are no workings west on this lode, in this level, but a cross-cut is driven north in the country 37 fms., passing through lodes which we shall examine at this and deeper levels. A 12 ft. level is driven east under the 6 ft. level about 16 fms.; we shall extend it, and it will, within a moderate distance, reach the point where good copper and tin have been done from the level above. The run of the lode appears to be 20° to the south of east, underlying south, running towards the intersection of kyllas with granite. The level goes fast to hill, consequently giving high backs in an wrought ground. The 12 ft. level west we find extended 17 fms. from the engine-shaft, where it passed through a cross-course. At this point the former workers drove through the cross-course without seeing the lode on the western side, leaving a pretty bunch of ore standing on the eastern side. Operations commenced in this level by turning south on the cross-course to find the lode, which we reached in 12 ft., finding it to consist of rich copper ore. It varies in size in its progress west, the first 6 fms. we call it worth from 6l. to 8l. per fm. During the past week a small channel of elvan has joined the lode from the south, passing through to the north, and much disordering it, but to-day the appearance is that of recovery, increasing in width and showing rich stones of ore. Looking at the quality of the tin and ore now raising from the 6 ft. level east, with a deeper level coming under this productive ground, and the ore and tin also met with in the 12 ft. level driving west, we deem our prospects here to be most cheering. We expect this lode, which we find of good cross-course is all in untouched ground, with its progress westward intersecting Wheal Susan main lode, and at such intersection we confidently anticipate a lasting course of rich ore. In 1796, this Wheal Susan main lode, which our south lode will intersect, was worked to a 15 ft. level by means of a water-engine, yielding about 3600l. of rich ore, ranging in price from 9l. 6s. 6d. to 20l. 6s. 6d. per ton. This water-engine was superseded

by a 30-inch cylinder steam-engine, of Boulton and Watt's construction, and shortly after its erection the workings were suspended, and, owing to differences with the lord, were never resumed. The Great Red lode, "the Champion of the West," is worked away at and above the adit level several hundreds of fathoms in length, which workings, conducted by the late Sir John Lubbock, gave large returns of tin. In dry summers the tinners sunk 4 or 5 fathoms below the adit. Between 1790 and 1800 an engine-shaft was sunk on this lode, worked by a flat rod. The shaft was carried 95 fms. below the adit, with levels driven a short distance at the 10 and 20, without any ground being worked worth mentioning. We are preparing a flat-rod to go on this shaft, which will be at work in a short space of time. Samples from the lode and deads left by the old men we have taken, when, on being assayed, yielded 3s., 4s., and 7s. per barrow of 22 gallons. The lode varies in size from 3 ft. to 18 in., and is crossed by other lodes equally champion with itself. On putting the rods to work, and draining the levels, we shall find abundance of ground of value sufficient to pay all current working cost, and that raising the old workings will pay well. But the main point we have in view by draining this great mastery lode, is to reach below the red ground, where we anticipate finding rich grey ore. While going on with this work, we shall be raising, so says the general opinion of the district, and so state the miners who have examined the lodes, enormous masses of tin ore, sufficient to employ all the stamping power in the neighbourhood. The period at which this celebrated valley of Godolphin was first worked for tin appears to be lost in the obscurity of past ages, but it was only about the commencement of the present century that search for copper was made, and which became eminently successful, giving great profits, from extraordinary rich ores, found at moderate depths, to all parties concerned. Looking at the extent of our acts, the numerous tin and copper lodes by which they are traversed, the intersections which take place of lode with lode, the north and south courses existing, affording a ready mode for cross-cutting the country, the channels of elvan passing through and along with the lodes, the beautiful kyllas congenial for rich ore, the proximity to the granite, the economical power we hold for drainage, stamping, all taken together, combine those conditions which the man of science and man of practice alike pronounce as certain of leading to vast deposits of valuable ores, and amply justifies us when resting our opinions on such facts in stating the Wheal Susan Mines, as a new adventure, to be unequalled in the county, for the sound prospects they afford of yielding great profits when once properly laid open.

WHEAL HARRIS (Gatherleigh, Devon).—A general meeting of adventurers was held at the offices, Threadneedle-street, on Saturday last, to receive a joint report from J. H. Hitchens, Esq., and Capt. Rodda. It stated that the sett was held for 21 years, at 1-15th dues, extending north and south 1200 fms., and east and west 1000 fms.; and several lodes have been seen in both directions. The stratum is a congenial, soft, light blue kyllas; three of the lodes are from 8 to 5 feet wide, producing, at only 10 ft. deep, stones of rich silver-lead, producing 60 per cent. of lead, and 52 ozs. of silver to the ton of ore. An engine-shaft has been sunk 26 fms., and a shallow adit driven; a cross-cut is also driving towards the largest lode 5 ft. wide, and is now within 4 fms. of it. The individual opinions of these gentlemen are, that profitable courses of silver-lead ore will be realised at a very little increased depth, and that as still greater depths are reached, the lode will prove comparatively richer.

WHEAL ZION.—At a meeting of adventurers in this mine, it was determined to extend the operations of the company, and raise an additional capital, by increasing the number of shares. This mine was partially worked some years since, when a deep adit was driven, and shafts sunk at a vast expense, all of which were re-opened last year, since which time many important discoveries have been made. The reports from respectable mine agents are most flattering, and may be seen at the offices.

NORTH BRITISH AUSTRALASIAN COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—About the end of last year, I addressed you a letter on the subject of the doings at Kaw-aw, chiefly with reference to the extraordinary means stated to have been adopted for gaining more power for pumping the water from the mines. I feel called upon again to trouble you respecting the mode pursued in working that mineral property.

I perceive in your Journal of last Saturday a remark, that the manager of the company evinced an hostility to any mutual accommodation with Messrs. Whitaker and Heale, although the claims of the latter had been legally set at rest. The policy of the manager may be well meant; but it is certainly not calculated to advance the interests of the shareholders of the company. In 1846, he applied to the Supreme Court for an injunction, on the ground that those gentlemen were working beyond their boundaries; while they contended that they were not within 17 or 18 ft. of them. The decision of the Court was against the manager. Notwithstanding which, I am well informed, he continued to work towards Messrs. Whitaker and Heale's property until the men met underground; and it is asserted he has encroached considerably. The consequence of this is, that I believe Messrs. Whitaker and Heale make a claim for a large quantity of ore taken away, as well as for other injuries they maintain they have sustained through the operations carried on by the manager. I cannot understand what object it was intended to gain by the hostile and litigious course that has been pursued; but the result has been that Messrs. Whitaker and Heale have always been successful eventually; while the company have been put to great expense, and the shareholders kept in suspense and anxiety. The gentlemen I allude to are, I firmly believe, averse to litigation, and very unwilling to come into collision with the company. Indeed, it is evident that the interests of both will be best served by a good understanding; but all propositions for mutual accommodation are treated with contempt. In proof of this, I may state that, in October last, a letter was addressed to the company's legal adviser in the colony, by Mr. Whitaker, in which he observed that all questions in contention having been legally settled, he would like to come to some arrangement, with a view to avoid any further disputes with the Kaw-aw Company. With that object, he stated that he and Mr. Heale were willing to transfer some land (about two or three acres) below high-water mark, which the manager had, from time to time, enclosed and recovered from the sea, and upon which, I believe, he had constructed wharves, and which, therefore, was of great value to the company, in exchange for the extremity of a rocky promontory, at which the mines are situated. This piece of land is not, I believe, two rods in extent, comparatively of no use to the company—being precipitous and inaccessible, and only desirable to Messrs. Whitaker and Heale as overhanging their buildings; and as by throwing it down, materials would have been supplied for extending their wharves. I understand it was even intimated that this moderate demand might be modified, if necessary. Another letter to the same effect was written in the following month, but to neither was any answer returned; while the point asked for is daily of less value to Messrs. Whitaker and Heath; and the land claimed by them in the occupation of the company (which by the above proposal they agreed to surrender) is daily increasing in importance to it. Surely, the interests of the Kaw-aw proprietors are not promoted by such proceedings. I hope to have the opportunity, next week, of drawing attention to the mode in which the mining and smelting operations have been conducted.

London, August 30.

J. H. MURCHISON.

ON THE FAVOURABLE PROSPECTS OF MINING.

SIR,—Nothing gives me more pleasure, when perusing your useful columns, than to observe your remarks on the healthy state of our mining speculations, and the prospect of its continuing so. See the prospect of Wheal Buller, and the report on Tincroft, where they have 22 shafts, levels, &c., worth, on the average, 20l. a fathom—only one of them poor. I have not noticed Tincroft in the dividend-paying list; but surely this mine will shortly be ranked with the first-class paying mines, which will be very encouraging to those engaged in mining speculations, as it adds weight to the right end of the balance. I also notice Wheal Golden is making progress, if the statement in your Journal of the 17th inst. is correct. In the former working, I found about half the value of the ore was paid to the tributer for raising and making it marketable. The present report appears to be grounded much on the same principle, as the 18 pitches set varied from 4l. 10s. to 7l. a ton. I am not aware if the tributer now pays the dressing charges; but I guess as much. It is not stated that the 64 tons of ore is the produce of one month's work; neither have I noticed when the last sale was. Admitting it to be all the produce of a month, and taking it for granted that it will take one-half to pay off the tributers, 406l. would remain; then I ask, if the lord receives any dues; does the engine consume any coals, leather, or grease; do they use any timber or iron; have the agents any salary, and have they any smiths or carpenters, or any cartage of ore, or any other incidental expenses? Then comes the grand question, have they any twotworkmen to pay, or are they working this paying mine without them; if so, who is driving and sinking? Admitting I may have over-rated the tributers' portion for raising the ore, I am still puzzled to account for the balance of 491l. in favour of the mine arising from this ore; if so, she must also shortly rank high with the dividend-paying mines.

I beg to assure these adventurers and agents that I have not made these remarks through any ill-feeling, as I am not aware as to the name of a single individual of them; and have before observed that, by extending the workings with due care to economise the expenses, they may probably make her a paying mine. With regard to the East Wheal Golden, I know nothing; it is new to me. If I have erred in my remarks, I have no doubt but I shall be corrected. I will next notice the large splendid lode discovered at Bridestow, which exhibits quite a new feature in the mining prospects in Devon. It will open an entire new field for speculation, as but few of the geologists or practical miners ever fall in with large deposits of copper so far north; and with them I was inclined to agree that most of our copper is found to run in an east and west direction, and in or about the granite ridges, seldom extending above from 4 to 6 miles wide. Now, one glance at the map will show this to be quite out of the line that any quantity of copper has ever been found; and should this prove a productive copper mine, it must upset all those theoretical opinions hitherto adopted. There is, certainly, a portion of granite protruding further north, near this point, than any other I know of in the two counties; but this granite is not known to produce tin; and where has there been a good copper lode hitherto found that has not tin in or near it. I know Bridestow; but am not aware as to the situation of this mine. If it should be the large lode, worked on about 30 years since, on the north side of the turnpike-road leading from Launceston to Okehampton, what further proof can we require as to the sudden changes taking place by the earth's natural laws, and the speedy growth of these great metallic deposits? It is well known that the mine was then abandoned as worthless; and, in this short

Space, the ore is grown in abundance, and so near to the surface, as to be walked into at the shallow depth of 10 fms. It would be almost a pity to disturb it in its tender state of growth, could it be arranged so as to let it stand undisturbed for 30 years longer, to become a substance like the hearty oak, as I fear it may at present prove little more than sap.

August 27.

THE TINCROFT MINE.

Sir,—How is it that, with all the hue and cry made about the great riches of the Tincroft Mine, there has been only paid to the scripholders, for a long time past, the small dividend of 7s. per share, and that so long since as Oct. 1849? In your Journal of this day the report from the mine says—"I am quite satisfied that our adventurers will soon feel perfect contentment of the patience they have had in allowing the mine to be put on the footing it now is, instead of hastily availing of the discoveries made." Similar language was addressed to me respecting the Tincroft Mine, by one of the parties connected with it, on the occasion of a meeting at Salvador House in February last, and yet where are the results?—Echo answers, "where?" Surely they are not to be found in the miserable dividend of 7s. above named, the total sum paid as dividend out of the large sum of 33,074l., as shown by the annual balance-sheet to compose the assets from ores raised, &c. If, as is stated in this day's *Mining Journal*, the ore floors are literally choked up with ore, and they require a watchman at night to protect them, surely the sanguine and patient shareholders ought long since to have had their reward. Let us hope the result will be better than South Carr Brea, whose shares, a week since, were quoted at 12l., but are now offered at 6l.; or Tamar Consols, which, some months ago, under the belief of increasing prosperity and regular dividends, were in demand at 8l. per share, but which now rule in the market at 2½ to 3½, as I can testify to my sorrow. [I enclose my name and address, for your private satisfaction.]

London, August 24, 1850.

A BURN CHILD.

ASHBURTON MINING DISTRICT—No. I.

THE ASHBURTON UNITED MINES are situated about 2½ miles north of the town of Ashburton, the strata consisting of a white and blue killas. Within the last 15 years about 85,000l. has been realised from the sale of tin ores, and ancient records state the mine to have been very prolific in the time of Queen Elizabeth. This property has just been sold by auction. There is extensive machinery on the site, and the deepest shaft is about 75 fms. There are backs of some promising south lodes, which do not appear to have been intersected by any of the levels driven—one of the lodes having a promising gossan in the backs near to surface, and the general appearance affording promising indications of a good copper lode. The mine has hitherto been worked by water-power, which, however, from the want of a sufficient supply of water, has been found quite inadequate to sink the present western shaft to a greater depth, and which is considered most desirable. The strong development of the shoots of tin ore gone down will, there is every reason to suppose, encourage the recent purchasers of this property to erect a steam-engine of sufficient power, so as efficiently to work the mine to a greater depth, and to extend the levels, or cross-cut, to intersect the lodes referred to.

WEST BEAM TIN MINE (the property of Mr. Woodley) is immediately contiguous to the Ashburton United Mines. This mine has been unworked for the last 12 months, and may be considered as comparatively new, or but partially worked, never having had a fair trial, although about 19,000l. worth of tin was raised by one set of adventurers. The stratum is a kindly killas, but further west the junction with granite takes place. On the property westward are several extensive workings on the backs of lodes in the granite. Two only of the Ashburton United lodes have been intersected on this property at any depth from surface, and the south lode, although costened, and holding out a promising appearance, have not been seen at any of the lower levels. The quantity of machinery on the property is small. A few hundred pounds have been realised by the present proprietor since the last company discontinued operations, by setting pitches on tribute.

MINING NOTABILLIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

GEORGIA CONSOLS (tin), and SOUTH WHEEL SPEED (copper), are proceeding in a highly satisfactory manner; they are opening on lodes in both sets, and, from present prospects, there is every reason to expect they will both shortly appear among the dividend-paying mines.

HAMLIN.—Last evening I was in the little village of Bridestowe, and hearing a great deal said about the great copper lode of Wheal Hamlyn, I took a turn out to see it, but I could not give it the attention that I should like to have done, being in the dusk of the evening, and consequently had not time to do so; however, I found there is a large formation or conglomerate, from 20 to 30 ft. wide, of malleable or native copper (greens), concretions of sugar spar, prismatic, &c. (in limestone), which is bearing in a direction of about 20° south of west and north of east; almost contiguous to this on the east is the granite range, and on the west killas. In a few fathoms below the present bottom of the mine the killas will cut off the limestone; what change will take place at the junction of the limestone and killas no one can pretend to say, but I think it will be worthy of an efficient trial, for it cannot be imagined that this great mineralisation could take place without a deposit of copper ore being in its immediate vicinity.

LIVWYMALES.—This mine had 10 tons of ore ready for market on Saturday, and the engine was to be in full work on Monday; it is calculated that regular monthly returns of 40 to 60 tons will now be made.

TAVY CONSOLS.—Since the general meeting (noticed in last week's *Journal*), an improvement in two-pitches in the back of the 12 fathom level has been reported. The kilns for calcining our ores are nearly completed, and hope to fight them on Wednesday next, when we shall be able to burn from 40 to 50 tons per week. As our mine is arsenical, we expect a good return from arsenic, having flues and chambers 550 ft. long in which to catch the fumes; this operation alone will leave it, is expected, a handsome profit—we calculate on about 100l. monthly, besides enabling us to return a larger quantity of ore, which, being of low produce, will, by reduction in weight, be saleable after calcination, whereas it would but pay returning charges, and leave no profit, if sent to market in its original state. Any further change will be reported.

MINING COMPANY OF WALES.—In last week's *Mining Journal* we inserted a report of the first meeting of the Mining Company of Wales, showing, from the agent's report, the promising indications of the various workings. We understand that the provisional directors are proceeding very satisfactorily in the allotment of the shares, although but little publicity has as yet been given of the formation of the company. The prospectus has not yet been circulated, but will be ready in a few days, when capitalists in all parts of the kingdom, interested in mining affairs, will have before them complete descriptions of every part of the several valuable properties now working by this company, the whole of which are in an actually productive state; and we have no doubt the share list will advance rapidly to completion, and the mines be carried on with a spirited and eventually profitable enterprise. From the weekly reports, we learn that Cwm Cypwrth Copper Mine is daily showing leaders of solid ore. At No. 1 shaft four men have been put to drive on the cross north-west lode, at 45s. per fm., producing 3 tons of good ore per fm.; this work is commenced with a view to cut a great cross-course existing at a short distance. The bottom lode in No. 3 shaft is 8 ft. wide, with leaders from 3 to 5 in. of solid ore, worth 4 tons per fm. The sinking has been stopped for want of machinery; but, as there is a leader of solid ore 2 ft. wide at the bottom of the shaft, there is every encouragement for the erection of more powerful machinery. At Gillyvach Mine the men are still turning out from the upper levels good saving work. The Blaen-y-Pennant Mines want pumps, and will then give a return of 4 tons of ore per fm. At the Wrygan Slate Quarries a new cut has been made for trial in a new part never before opened, and found to be 9 yards in thickness, running through all the property, and the rock very superior. From one part of this quarry a block has been obtained from the floor 6 yards long, equal to the sample which may be seen in the company's offices. There are at present at bank 1300 duchesses, 5000 countesses, 7400 ladies, 4360 doubles, and 4000 singles. At Rhosydd, the quarries are said to be daily improving; and the men are raising slabs of excellent quality. They will shortly be able to set on a great many bargains, and make very superior slates. It is the opinion of the quarrymen in the neighbourhood that this will eventually prove the best quarry in Festiniog. The Henblas and Cefn Coch Quarries are also daily improving; and, carried on to the extent they are capable of, several hundred tons can be shipped monthly, and at a cost of from 12s. to 15s. per ton. As the quarry deepens, the slate improves both in quality and colour.

TYN-Y-WORGLOD SLATE QUARRIES.—The agent, Mr. Evan Evans, has reported on the produce from a new opening on the great slate vein ranging through these quarries as follows:—Two corps of quarrymen, with assistants, made on the west opening, leading to the middle division of the quarries, and on the great slate vein, during the last month ending on the 25th instant, 59 tons 4 cwt. of the best size slates, which, at wholesale prices, amount to 37l. 5s. 4d., at an expense of 50l. 11s. 2d.—viz.: Cost of making, 21l. 2s. 2d.; cartage to Carnarvon, 14l. 9s.; expenses, agents, royalty, &c., 15l.—50l. 11s. 2d.; leaving a profit of 46l. 14s. 2d., or at the rate of 92l. 7s. 8d. per cent. on an outlay of one month. The engineer (Mr. St. Pierre Foley) to whom this report was communicated, says, however, that it must not be understood that every department of these extensive quarries are thus laid out to immediate profits. There is at present only room for six good bargains; but with proper exertion, which it is the object of the company to carry into effect, it is considered that this great vein will be so exposed in a month or two as to admit of 20 bargains on slate making on a similar scale of produce and profits with the above. All the quarries want, to become of the first class of valuable properties in Wales, is a continuity of extending the openings of this vast depository of sound and beautiful slate rocks.

CRAIG-Y-MWYN LEAD MINE.—This sett is situated in Llanrhadr, Montgomeryshire, and is held under lease for 21 years from 20th inst. at a royalty of one-tenth. It comprises an extent of land covering an area of about four square miles, taking in the entire mountain of Craig-y-Mwyn—literally, hill of lead. Four levels have already been driven on, to an aggregate distance of 728 yards. No. 1 has produced 60 tons of ore, from a lode 3 ft. wide, in a distance of 90 yards; partial sinkings prove the ore to improve in depth, and masses have been taken out weighing from 3 to 4 cwt. In No. 2 the lode is rich, 6 tons having been taken from an open trench in the vein only 12 inches wide, and in the level lumps of solid ore have been found, of from 10 to 20 lbs. weight. No. 3 has been driven 169 yards, to intersect a vein called the north lode, showing a body of solid ore 24 in. thick, resting on the vein 3 ft. wide, which is also thickly interspersed with lumps of lead ore and calamine, and continues this character as far as driven on. No. 4 requires to be driven another 30 yards to reach a vein 2 feet wide, seen in old workings above. The strata is most favourable for driving; there is great water-power close to the mine, and the ore generally contains about 81 per cent. of lead, and the proprietors are anxious either to sell their interest, or form a company for the full development of the property. There are already about 30 tons of ore at surface.

PENBROKE AND EAST CORNIS CONSOLIDATED MINING COMPANY.—A company has been lately formed for resuming the working of these mines, situated in St. Austle and St. Blazey, Cornwall, which hold out promise, from the further discovery of parallel lodes passing through the setts—one of which is 7½ ft. big, carrying ore, with gossan and fluor-spar. These mines were formerly distinct, and worked under the able management of John Taylor, Esq., having yielded a profit exceeding 200,000l. on a return of ores amounting to 1,600,000l.; but, being worked to a considerable depth, and the reduction in the standard caused their suspension. They are now held at 1-24th dues—the former workings being at 1-12th. This reduction in the dues is only what should take place in resuming the operations of an old mine—it being intended, in addition to the water-power, to erect two 80-in. cylinder engines. An advantage attendant on the resumption of operations at the present time, compared with the former workings, in addition to the advance in the standard, is cost of carriage, which to Charlestown, the then shipping point, was 3s. per ton; while by the dressing-floors being immediately adjacent to Par, they can be conveyed at 3d. per ton, and costs, timber, &c., in the same ratio.—A meeting of adventurers was held on Wednesday last, when a finance committee was appointed, consisting of Messrs. John Smith, Richard Hallett, jun., Joseph Somes, James Reid, J. A. Tiesens, and J. Truscott. Operations will be immediately commenced—the intention being, in the first instance, to work the eastern part of the sett immediately adjoining the Par Consols, which mine is at this time, and has been for several years, yielding large and profitable returns. The mine is divided into 512 shares, on which 10l. per share as a first call, or deposit, has been paid. The mine is under the management of Capt. Rickard.

WEST GOGINAN SILVER-LEAD MINE.—This sett, extending over a distance of 600 fms. on the course of the lodes, is situated within 200 yards of the mail road to Aberystwith, about six miles from the shipping port, and is held for 21 years, at 1-12th dues. Four lodes have already been discovered, varying from 3 to 5 ft. in width. One of the middle lodes has been sunk on 12 fms., and driven on at that depth about 20 fms., showing killas, spar, blende, and occasionally strings of rich silver-lead ore, being 4 ft. wide; the extreme distance between the lodes is 80 fms., and the country is of a favourable character for driving, and congenial for silver-lead ores. The celebrated Goginan Mine adjoins to the east, and in the neighbourhood are Daren, Cwmysydd, Cwm Sebon, Cwm Erfin, and other rich silver-lead mines. It is proposed to divide the mine into 2048 shares; and looking at the relative situation of the property, the facility of carriage, and the promising character of the lodes, West Goginan is likely to prove one of the rich undertakings in the district.

WHEAL ARTHUR (Calstock).—Arrangements for the working of this sett have been completed, and operations commenced. The parties in whose hands the mine is placed are quite determined to prosecute the works with vigour, and it is expected that immediate returns will be made on the outlay of a very small capital. The following report has just been received from Mr. Evan Hopkins, C.E.:—"The sett was formerly called Slimeford, and is situated on the west bank of the River Tamar, north of Calstock. The rocks are composed of the ordinary metalliferous clay-slate of the district, and are dipping on the south flank of Heigston Down granite, adjoining Drake Walls sett. The South Tamar lead cross-course passes through the sett in a northerly direction, and, doubtless, will have an important influence in enriching the east and west lodes, near the intersections, and probably on the western side. There appears to be several lodes in this property, but their exact bearing and underlay is not sufficiently known to be accurately described. The main lode contains very excellent gossan near the junction of the great cross-course, and, as far as I can judge from a superficial inspection, there is every prospect of large masses of copper ore in depth. As Capt. Spargo's report is already furnished, I may not, on this occasion, enter into further details. I shall go over the property again in a few days."

WHEAL PROVIDENCE SILVER-LEAD AND COPPER MINES.—These mines were suspended during the money panic of 1825, after a very considerable outlay in opening ground, and other operations. They are situated in the parish of South Sydenham, Devon, on the banks of the Tamar, half-a-mile from the great Wheal Maria, at present yielding rich silver-lead ore; and a good lode of copper was cut below the adit a few days before the suspension, giving 1 ton of ore per fm.; and from the reports of Capt. W. Barrat, of Callington Mines, R. Dunstan, of West Caradon, and T. Dunn, of Tavistock, the undertaking is considered a fair speculation, and which will prove a valuable mine in depth. Further particulars will be found in our advertising columns.

A POOR MINER FALLEN HEIR TO £10,000.—W. B. Walton, a poor miner, living near Aldstone, was last week left by will, heir and executor to the property and estate of William Bell, Esq., High Sheriff, near Hexham, estimated to be worth about 100,000l. The fortune heir of this magnificent property is a decent respectable man, with a large family.

THE IRON TRADE IN AMERICA.—The correspondent of the *Times*, dating New York, Aug. 14, says:—"The iron and coal interest of Pennsylvania are not likely to obtain further protection by an increase of duty on the imported articles through the advocacy of their own representatives in the Senate. Mr. Cooper presented petitions, praying for a modification of the present tariff, and accompanied this step with remarks respecting the prostrated condition of those interests, urging immediate action on Congress. His colleague from that State took a widely different view of the case, and unhesitatingly asserted, that if any suffering existed among that class of his constituents, it was but temporary, and the result of over production, as in England. He sustained this view by stating that more iron was now manufactured at Pittsburgh than had ever been before, and that the authenticated returns exhibit a vast increase in the production of coal for the year 1849 over that of 1848."

IRON SHIPS OF WAR.—Lieut. Walker, R.M., contemplates the following advantages to be obtained by applying the Kamptulcon (a mechanical combination of cork and caoutchouc) as a lining to iron ships of war, preparations for testing which have been made at Portsmouth:—1. It will admit of the shot passing through the sides, but prevent the splinters from entering and destroying the ship's crew.—2. It will collapse so effectually as to prevent the water entering, if holes are made below the water line by shot or rocks.—3. It will prevent the effects of the concussion, and rendering off the rivet heads, when struck by rocks, heavy shot, or shells.—4. It will prevent the iron corroding where covered by the composition. Mr. Walker, therefore, proposes to line the whole of the inner part of the iron ship from the deck to the keel, varying from 4 to 10 or 12 inches.—5. The composition is nearly indestructible, as it does not deteriorate by use; it can be re-formed, and applied to other ships.

VALE OF NEATH RAILWAY.—There is now every prospect of the works for the completion of this railway being prosecuted with renewed vigour. In a short time 10 miles will be ready for the laying of the permanent way, and no doubt is entertained that early next year the line between Aberdare and Neath will be ready for traffic. Mr. G. Bennett, of Bristol, has taken the contract for making the bridges over the Neath canal and Neath river; also for the erection of the viaduct near Cadoxton. It is in contemplation by the proprietors of the Monmouth and Forest of Dean tramroad to convert their line into a locomotive one, in order to connect Monmouth with Gloucester and South Wales, by way of Park-end, and the Severn and Wye tramroad. A committee has been formed to effect an arrangement with the Severn and Wye Company, and thus carry out the views of the proprietors.

RAILWAY STEAMER.—Considerable interest has been excited during the last few days by a curiously-shaped steamer, lying a little to the west of Lancelotti Dock, and in course of being fitted up with deck furnishings from the works of Mr. Napier. She has been built, we understand, for the Edinburgh, Perth, and Dundee Railway Company, who intend to employ her on the ferry between Granton and Burntisland, the two termini of their line on either side the Frith of Forth. The peculiarities of this vessel consist in both ends being square and provided with helms in the funnels, of which there are two, being placed at opposite sides of the ship, and in a double line of rails being carried along the entire length of the deck. Instead of the passengers alighting from the railway carriages and going on board the steamer to make the passage to the ferry, the train will be run into the vessel by means of the deck rails, and thus conveyed to the other side of the water, where it will be landed again by the same process. This simple but efficient contrivance is calculated to save both time and trouble, and must prove of immense advantage in facilitating the transit of passengers and luggage on the Northern Railway.

A MICROSCOPIC DIVIDEND.—In the matter of Bowles, Ogden, and Wyndham, of Shaftesbury and Salisbury, bankers, who were bankrupts in 1810, a final dividend of one-eighth part of a penny in the pound has been declared.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.

| | |
|---|--------------------------------------|
| Bank Stock, 3 per Cent., 214½ 15 14 | Belgian, 4½ per Cent., 91½ |
| 3 per Cent. Reduced Ann., 97 ½ 7 | Dutch, 2½ per Cent., 87½ |
| 3 per Cent. Consols Ann., 96½ 9 4 | Brazilian, 5 per Cent., 89 ½ |
| 24 per Cent. Ann., 99½ 9 4 | Chilian, 6 per Cent., 103½ |
| Long Annuities, 84 | Mexican 5 per Cent., ex Comp., 29½ 4 |
| India Stock, 10½ per Cent., 264 | Russian, 5 per Cent., 112½ |
| 3 per Cent. Con. for Acct. 11th Sept. 96½ | Spanish, 5 per Cent., 19 ½ 4 |
| Excheq. Billa, 1000l., 1½d. 68 63½ pm. | Ditto 3 per Cent., 37½ 4 |

MINES.—During the early part of the week business in the mining share market appeared dull, but there has since been more than an average amount transacted, with an active inquiry for various mines.

East Wheal Rose, Alfred Consols, and Tremayne, are being inquired for. Tincroft and Lewis shares have been in request, and several transactions have taken place.

At Holmshush we learn that a considerable improvement has taken place in the 132 fm. level; and also in the flap-jack lode.

Alfred Consols has improved, and many shares have changed hands.

Mary Ann silver-lead ores, about 92 tons, was sold on the 26th inst., at 19l. 10s. per ton.

South Tamar Consols sold on the 28th inst. 80 tons of silver lead ores, at 14l. 7s. 6d. per ton.

At Wheal Adams the shaft is down to the 70 fm. level, and in a short time it is expected they will be under the rich bunch of lead gone down in the 60. The mine is looking well.

In most of the mining districts of Cornwall and Devon we find great activity prevailing by the formation of companies for working the respective setts, some of which are being brought before the public for assistance, and probably require consideration; whilst others, from their contiguity to mines which are highly productive, claim especial notice. In the eastern district of Cornwall some most important discoveries have been made within the last few years, and the vast number of steam-engines now in operation are strong evidences of the general neglect which has till lately attended this great mineral section of the county; whilst trade and commerce are both considerably on the increase, from the imports of supplies to the mines, and the export of the produce.

At the North Pool account for May and June, the statement showed—Balance from April, 856l. 19s. 3d.; copper ores sold (less dues), 8885l. 10s. 7d. = 4742l. 9s. 10d.—Mine cost for May and June, 2405l. 9s.—By dividend of 15l. per share, 1500l.: leaves balance credit of next account, 837l. 0s. 10d.

At the Great Work meeting, held at the mine on Tuesday, the accounts for April, May, and June, were presented, showing—Balance from last account, 339l. 14s. 10d.; ores sold, 3671l. 15s. 6d.; sale of materials, 42l. 6s. 5d. = 4053l. 16s. 9d.—Mine costs, lodes' dues, &c., 2828l. 14s. 4d.—By dividend of 7l. 10s. per share, 892l. 10s.: leaves balance in favour of adventurers, 332l. 12s. 5d.

At the Wheal Sparrow Consols meeting, on Wednesday, the accounts presented showed balance of 566l. 3s. 11d. A dividend of 3l. 5s. per share was declared, leaving now in hand 150l. 3s. 11d.

At a meeting of adventurers in Alfred Consols, it was resolved to surrender to the lords a certain portion of ground, parallel with the Great Wheal Alfred Mine, in consideration of receiving all the ground east of the boundary of the said piece of ground; to have new leases for 21 years, and the option of taking or not an equal interest in Great Wheal Alfred as is held in Alfred Consols. Shareholders are to send in their assent or dissent by the 7th of September.

At Wheal Bawden two-monthly meeting, the account of receipts and expenditure, showing a balance of 52l. 10s. 8d. in favour of the mine, and also an account of liabilities and receipts before the next meeting, to be held on the 22d October, were presented and passed.

At a special meeting of Rhosyddol and Bachelddon Mines adventurers, a call of 3s. per share was made. The expenditure for August will be met by the proceeds of lead ore ready for sale. The next two-monthly meeting is made special, to consider the course which has been pursued by the management, and the great expenditure (28,000l. to 29,000l. in ten years) without any return.

At a general meeting of Wheal Susan adventurers, a balance was found against the mine of 267l. 8s. 1d., and a call of 5s. per share made.

At a meeting of Eagar Llee adventurers, the accounts for three months ending July were audited, and a balance of 185l. 12s. 10d. was found in favour of the company; but a call of 5s. per share was made, for the purpose of paying off some liabilities.

At Cwm Erfin meeting, held at the offices of Messrs. John Taylor and Son, on Thursday, a call of 10s. per share was made.

At Craddock Moor two-monthly account, a balance of 103l. 7s. 9d. was found in favour of the adventurers, but a call of 10s. per share was deemed necessary.

At Gonnemena meeting, the balance in hand is 72l. 10s. 5d., and, before the next account, they calculate on selling 30 tons of ore.

At the bi-monthly meeting of West Caradon adventurers, held at Liskeard, on the 21st inst., the accounts were examined and passed, showing—Ores sold, June 20th, 2937l. 8s. 2d.; ditto, July 17th, 2441l. 6s. 5d. (less lord's dues, 335l. 14s. 10d.); materials sold, 107l. 14s. = 5150l. 15s. 10d.—By salaries, and count-house expenses, 82l. 18s. 3d.; engine-men, smith, and carpenters, 182l. 18s. 10d.; tribute, 1967l. 4s. 5d.; tutwork, 315l. 3s. 3d.; dressing, freight, sampling, &c., of ores, 632l. 0s. 3d.; rates, doctor, and club, 74l. 19s. 8d.; merchants' bills, 730l. 12s. 11d.; sundries, 12l. 10s. 1d.; interest and commission, 104l. 7s.; property-tax, 30l. 2s. 10d.—Leaving a profit of 1017l. 18s. 4d.; to which add balance last account, 2645l. 15s. 7d. = 3663l. 13s. 11d.; from which deduct law cost, 181l. 1s., and dividend (paid 1st July), 640l., leaves now in hand, 2842l. 12s. 11d. The meeting deemed it inexpedient to declare a dividend, in consequence of the large amount they would probably have to pay in October next for damages to the land on the banks of the Seaton river.

At the Ballowall and Nanpean meeting, the accounts for the three months ending June were presented, showing—Balance against adventurers last account, 709l. 0s. 7d.; labour cost, 193l. 19s. 2d.; horse-whim hauling, 15l. 18s. 11d.; carriage, 9l. 17s. 8d.; returning charges on tin, 50l. 10s. 10d.; lord's and bonder's dues, 6l. 9s. 3d.; merchants' bills, 63l. 1s. 1d. = 1048l. 17s. 6d. Tin sold, and sundry credits, 296l. 2s. 5d.; call of 5l. per share, made 23d May last, 200l.; leaving balance now against adventurers, 552l. 15s. 1d.

At the Caradon Vale meeting, the accounts showed—Amount paid for deeds of sett, 28l. 1s. 8d.; materials, 67l. 17s. 5d.; engine and expenses, 275l. 8s. 6d.; labour cost, May, 94l. 17s. 2d.; ditto, June, 113l. 10s. 8d.; sundries, 9l. 6s. 7d. = 589l. 2s.—By balance last account, 52l. 19s. 10d.; calls, 440l. 10s.—leaving balance against the mine, 95l. 12s. 2d. Two calls, each of 5s. per share, were made, payable on or before the 5th and 30th of September respectively. The mine is drained to the 14 fm. level, and Capt. Spargo describes the lode as greatly improved, composed of beautiful spar, mundie, and peach, with black oxide and yellow copper ore, the strata highly favourable. Capt. Seymour corroborates this statement, and recommends the driving west on this lode, and also to cross-cut to another lode 14 fms. to the north.

At a general meeting of adventurers in the Tokenbury Mine, held at Liskeard, on the 21st inst., the accounts were examined and passed, showing—Balance against the adventurers, 313l. 17s. 9d., including sums due on shares resigned long since. A call of 5l. 10s. per share was made on the present number of shares (60) to clear off the above liabilities. It was resolved that the number of shares be doubled, making 120; and that a call of 30s. per share be made upon them for three months' working at the deep adit level, as recommended in the reports of Capt. Nance, and Dunstan, and that Capt. Nance be authorised to recommence that work.

At a general meeting of East Wheal Agar adventurers, held at Liskeard, on the 22d inst., the accounts were examined and passed, showing—Labour cost, 57l. 4s. 1d.; merchants' bills, 75l. 11s. 11d. = 132l. 16s.—By balance last account, 76l. 15s. 8d.—leaving balance against adventurers, 56l. 0s. 4d. A call of 1l. per share was made.

At Wheal Owles meeting, the accounts for the three months ending June, were presented, showing—Labour cost, 1722l. 18s. 3d.; adventure with tributors, 179l. 9s. 2d.; carriage, 125l. 9s. 8d.; lord's and bonder's dues, 34l. 11s. 2d.; merchants' bills, including costs, 889l. 5s. 6d.; stamps rent, 23l.; subside advance, 98l. 3s. 11d. = 3072l. 17s. 8d. Tin sold, 1875l. 16s. 2d.; deductions from tributors' costs, 225l. 16s. 5s.; received for leavings, tin, &c., 121l. 2s.; subside advances, 84l. 7s. 7d.; balance in favour of adventurers at last account, 75l. 4s. 8d.: leaving balance now against adventurers, 690l. 10s. 10d.

At the St. Ives Consols account for April, May, and June, the particulars were—Labour cost and carriage, 2303l. 11s. 9d.; coals, 204l. 12s. 4d.;

bills, 473/- = 3181/4s. 1d.—By black tin sold (75 tons 9 cwt. 2 qrs. 24 lbs.) 3235/1s. showing a loss of 46/3s. 1d.; which deducted from balance at last account, 3221/11s. 3d., leaves now in hand, 276/8s. 2d.

At a meeting of Gustavus adventurers, the accounts showed—Balance last account, 223/8s. 7d.; labour cost and merchants' bills for four months ending June 30, 1914/4s. 5d. = 1437/13s.—By call, 513/-; materials sold, 517/12s. 7d.; leaving balance against adventurers, 407/0s. 5d.—A call of 10s. per share was made. The principal operations at the mine are cutting down the old Weeth shaft to 34 fms., and removing the engine to it, to enable the men to sink below the 34 fm. level in new ground. Immense returns were obtained here, above the 34 fm. level, 70 years since.

At the Boscawell Downs account for April, May, and June, the particulars were—Labour and carriage, 1274/18s. 3d.; coals, 217/11s. 7d.; bills, 247/12s. 2d. = 1730/2s.—By tin sold (12 tons 0 cwt. 2 qrs. 5 lbs.), 505/8s. 6d.; sundries, 92/5s. 7d.; showing a loss of 1132/7s. 11d.; add balance against last account, 860/16s. 11d.—leaving now against mine, 1993/4s. 10d. About 850/- worth of tin is ready for sale, which will leave the actual balance against the mine 1143/4s. 10d.

At Wheal Harris meeting, a joint report, from Mr. Hitchens and Capt. Rodda, represented the mine to be in a good working condition, and the lodes as already yielding a fair produce.

At a meeting of the Pendarves Consols adventurers, the accounts showed—Balance last account, 385/18s. 8d.; labour cost and merchants' bills, four months to end of June, 1152/15s. 4d. = 1539/4s.—By call, 513/-; copper ore sold (less dues), 271/16s. 6d.; leaving balance against the mine, 753/7s. 6d.—A call of 20s. per share was made.—The main and Roberts' lodes were being pressed forward, the object being to see the lode at the 60, and all the workings were progressing satisfactorily, and it was expected that 60 tons of copper ore would be sampled on the 28th inst., and appearances warranted the belief that this quantity would be continued.

At Wheal Zion meeting, it was determined to extend operations, for which purpose the shares are to be increased.

Shares in the following mines have changed hands since our last:—South Tolgu, West Caradon, Trelawny, Devon Great Consols, Tincroft, Lewis, Alfred Consols, Mary Ann, Tremayne, Heignton Down Consols, Tamar Consols, South Tamar, Vanton, South Plain Wood, Wheal May, Langford, Tregorion, Cwm Erfin, Trehane, Tavy Consols, South Carn Brea, Wheal Crobar, West Wheal Jewel, Callington, Trescoll, Bryn Arian, Hennek, Wheal Sarah, &c.

In Foreign Mines the following shares have been done:—St. John del Rey, Cobre, Santiago, United Mexican, Linares, Imperial Brazilian, Copiapo, and Worthing.

The weekly report from Linares, dated 17th August, states that an improvement has taken place in the 31 fm. level east. The tribute pitches, and other points of the mine, are without any material alteration. Upwards of 44 tons were weighed in store during the week, and there remains in stock at the mine, and the two shipping ports of Malagar and Seville, 241 tons 15 cwt.

The Alien Mines report has been received, from the 15th July to 6th August; the estimated produce for July is given at 171 tons. Some improvements have been made in the shallow adit of Balpas, and in Ward's lode in the United Mines. Favourable accounts are also given of the Old Mine and Carl Johan's.

Advices have been received from the Imperial Brazilian Mines, dated 13th June. The returns from Gongo Soco is given at 3 lbs. 5 oz. 2 dwts. Operations are going on satisfactorily, though no improvements have taken place. Still, their prospects are cheered by anticipated discoveries in the extension of the 24 fm. level, at Bananal.

HULL, THURSDAY.—Messrs. T. W. Flint and Co., state that Tremaynes continue the favourite stock among mines, and would meet ready sale at market prices. Bedford United are more offered at current rates, without finding buyers. Railway shares are somewhat firmer, and paid-up stocks are decidedly better to sell. Half-yearly statements are becoming more honest and straightforward, qualities for which they have not lately been much celebrated. Confidence will follow as a matter of course, more especially as pressure of railway cash is very much lighter, causing private capital to accumulate, the aggregate of which will, by-and-by, tell upon prices.

LATEST CURRENT PRICES OF METALS.

LONDON, AUGUST 30, 1910.

| ENGLISH IRON, &c. | per ton. | FOREIGN IRON, &c. | per ton. |
|--|-------------|-------------------|------------|
| Bar, bolt, & square, London | 25 2 6-5 10 | Swedish | 11 12 6-12 |
| Nail rods | 25 2 6-5 10 | CCND | 11 12 6-12 |
| Hoops | 25 2 6-5 10 | FSI | 11 12 6-12 |
| Sheets (single) | 25 2 6-5 10 | Gouffier | 11 12 6-12 |
| Bars, at Cardiff & Newport | 25 2 6-5 10 | Archangel | 11 12 6-12 |
| Refined metal, Wales | 25 2 6-5 10 | | |
| Do, anthracite | 25 2 6-5 10 | | |
| Pigs in Wales | 25 2 6-5 10 | | |
| Do, do, for tin-plates, boiler | 25 2 6-5 10 | | |
| Do, No. 1, Clyde | 25 2 6-5 10 | | |
| Blewitt's Patent Refined Iron | 25 2 6-5 10 | | |
| for bars, rails, &c., free on board at Newport | 25 2 6-5 10 | | |
| Do, do, for tin-plates, boiler | 25 2 6-5 10 | | |
| plates, &c., ditto | 25 2 6-5 10 | | |
| Stirling's Patent | 25 2 6-5 10 | | |
| Toughened Pigs in Wales | 25 2 6-5 10 | | |
| Staffordshire bars, at the works | 25 2 6-5 10 | | |
| Rails | 25 2 6-5 10 | | |
| Chairs (Clyde) | 25 2 6-5 10 | | |

| ENGLISH LEAD, &c. | per ton. | FOREIGN LEAD, &c. | per ton. |
|-------------------|-------------|-------------------|------------|
| Sheet | 17 0-17 10 | Spanish, in bond | 16 0-16 10 |
| Pipe | 18 0-18 10 | Block | 4 3-4 4 |
| Refined | 19 0-19 0 | Refined | 4 9-4 9 |
| White ditto | 25 0-25 0 | | |
| Patent shot | 20 10-20 10 | | |

| ENGLISH TIN, &c. | per cwt. | FOREIGN TIN, &c. | per cwt. |
|------------------|----------|------------------|----------|
| Block | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH STEEL, &c. | per ton. | FOREIGN STEEL, &c. | per ton. |
|--------------------|-------------|--------------------|----------|
| Swedish | 13 15-14 5 | | |
| Ditto fagot | 14 17-15 15 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

| ENGLISH COPPER, &c. | per lb. | FOREIGN COPPER, &c. | per lb. |
|---------------------|---------|---------------------|---------|
| Sheet | 4 3-4 4 | | |
| Refined | 4 9-4 9 | | |

be taken into account, the former, as a criterion of the market, must be manifestly incorrect, and totally unsafe; while, for obvious reasons, it is an utter impossibility to obtain any correct idea of the scrip issued, or to be issued, at any period of time. Where such facilities are offered to makers for raising money, leaving out of question the strong temptations which it must place in the hands of more indigent or imprudent parties, to what can a system of business ultimately tend which absorbs so large an amount of capital, without any actual corresponding value, save what may, or may not, be produced at some future period, and which, if it is produced, has deteriorated some 30 per cent. in value? It is from no want of good feeling towards the trade that these remarks are made; it is of the highest importance to them that attention should be drawn to these facts, since upon the ironmasters' might, at any time, be found extremely inconvenient to them, and of the most serious consequences to the trade in general. There is no other branch of metals which has had such immense latitude of action, and facilities for creating capital; while the confidence which has thus been displayed in the stability of the Scotch ironmasters has proved unbounded. It is now, therefore, of the utmost importance to them, since numerous holders of scrip have lately shown a disposition to procure delivery of the iron into store, to uphold this confidence by a prudent relinquishment of the practice of overvaluing; while it will plainly be seen by large operators that extensive transactions can never be made with safety, so long as the old system continues to be encouraged.—London, August 30.

LEAD ORES

TICKETINGS FOR ABOUT 100 TONS FOXDALE LEAD ORE.
Douglas, Isle of Man, August 28.

| Bidders. | Tons. | Price per Ton. | Purchasers. |
|---|-------|----------------|-------------------------|
| John P. Eytton—Llanerchymor (purchaser) | 10 | 10 11 0 | J. P. Eytton. |
| Walker, Parker, and Co.—Doe Bank | 10 | 10 11 0 | Walker, Parker, and Co. |
| Newton, Keates, and Co.—Bagillt | 10 | 10 7 6 | J. P. Eytton. |
| Pontifex and Wood—Newcastle | 10 | 10 7 6 | Mather and Co. |
| Mather and Co.—Balla | 10 | 10 7 6 | Walker, Parker, and Co. |
| Sims, Williams, and Co.—Llandudno | 10 | 10 7 6 | Walker, Parker, and Co. |
| Locke, Blackett, and Co.—Newcastle | 10 | 10 7 6 | Ditto. |
| Thomas Somers—Bristol | 10 | 10 7 6 | Ditto. |
| Tamar Smelting Company—Beeralston | 10 | 10 7 6 | Ditto. |
| Combimartin Smelting Company—Barnstaple | 10 | 10 7 6 | Ditto. |

Ticketings at the King's Head Hotel, Holywell, August 29.

| Mines. | Tons. | Price. | Purchasers. |
|----------------|-------|-----------|-------------------------|
| Pen-yr-henblas | 55 | £16 13 6 | J. P. Eytton. |
| Westminster | 40 | 10 7 6 | Walker, Parker, and Co. |
| Ditto | 40 | 10 8 6 | J. P. Eytton. |
| Jamaica | 60 | 9 18 0 | Mather and Co. |
| Belgraves | 30 | 10 10 0 | Walker, Parker, and Co. |
| Mace-y-saff | 60 | 10 11 0 | Walker, Parker, and Co. |
| Ditto | 60 | 10 11 0 | Walker, Parker, and Co. |
| Milner | 20 | 10 10 6 | Ditto. |
| Merlyn | 40 | 11 7 6 | Newton, Keates, and Co. |
| Machynallt | 40 | 11 7 6 | Ditto. |
| Rheerth | 110 | 12 10 0 | Ditto. |
| Total | 535 | 411 tons. | |

Sold at the Mine, on the 26th August.

| Mines. | Tons. | Price. | Purchasers. |
|----------------|-------|----------|--------------------|
| Wheal Mary Ann | 46 | £19 10 0 | R. Mitchell & Son. |
| Ditto | 46 | 19 10 0 | Peapoll Company. |

COPPER ORES

Sampled August 14, and sold at Andrew's Hotel, Redruth, August 29.

| Mines. | Tons. | Price. | Mines. | Tons. | Price. |
|--------------|--------|--------|-------------------|-------|--------|
| United Mines | 110 | £3 8 6 | Trevaun | 72 | £3 5 0 |
| Old copper | 2 10 6 | | Ditto | 71 | 3 1 6 |
| ditto | 3 11 6 | | ditto | 66 | 3 1 6 |
| ditto | 4 11 0 | | ditto | 58 | 2 15 6 |
| ditto | 75 | 2 18 0 | ditto | 39 | 2 11 0 |
| ditto | 70 | 1 8 0 | ditto | 19 | 2 13 6 |
| ditto | 69 | 5 1 0 | ditto | 17 | 1 15 6 |
| ditto | 67 | 4 19 0 | ditto | 4 | 11 0 0 |
| ditto | 53 | 4 14 6 | South Caradon | 81 | 8 6 6 |
| ditto | 48 | 3 1 0 | ditto | 74 | 5 14 0 |
| ditto | 47 | 4 14 6 | ditto | 67 | 7 18 0 |
| ditto | 46 | 3 7 6 | ditto | 28 | 4 0 6 |
| ditto | 45 | 1 0 0 | Wheal Comfort | 85 | 2 5 6 |
| ditto | 44 | 4 1 0 | ditto | 51 | 1 19 0 |
| ditto | 43 | 1 5 0 | ditto | 48 | 1 7 6 |
| ditto | 38 | 2 16 6 | ditto | 27 | 2 10 0 |
| Par Consols | 103 | 6 2 0 | Trevelick Consols | 55 | 4 15 0 |
| ditto | 89 | 5 6 6 | ditto | 47 | 4 1 6 |
| ditto | 61 | 4 10 0 | ditto | 16 | 1 9 0 |
| ditto | 54 | 8 8 6 | West Trevelick | 34 | 2 4 6 |
| ditto | 47 | 3 19 0 | Richard's ore | 6 | 3 5 6 |

TOTAL PRODUCE.

| | | | | | |
|---------------|------|------------|-------------------|-----|----------|
| United Mines | 1067 | £3704 10 6 | Wh. Comfort | 211 | £453 6 6 |
| Par Consols | 254 | 2017 6 6 | Trevelick Consols | 118 | 475 19 6 |
| Trevaun | 246 | 1039 0 6 | West Trevelick | 34 | 75 13 0 |
| South Caradon | 250 | 1738 2 6 | Richard's ore | 6 | 19 13 0 |

| | | | |
|---|------------|-------------------------|------------------|
| Average Standard | £104 14 0 | Average Produce | 63 |
| Average Price per ton | £2 19 6 | Quantity of Ore | 2386 tons |
| Quantity of Ore | 2386 tons | Quantity of Fine Copper | 153 tons 12 cwt. |
| Amount of Money | £9528 12 0 | Average Produce | 93 |
| Standard of corresponding sale last month, 1007, 6s.—Produce, 71. | | | |

COMPANIES BY WHOM THE ORES WERE PURCHASED.

| Mines. | Tons. | Amount. |
|---------------------------|-------|------------|
| Mines Royal | 47 | £191 10 6 |
| Vivian and Sons | 298 | 995 13 3 |
| Freeman and Co. | 885 | 2244 11 6 |
| Greenfield and Sons | 641 | 2246 3 3 |
| Crown Company | 25 | 585 10 0 |
| Sims, Williams, and Co. | 126 | 585 10 0 |
| Williams, Foster, and Co. | 555 | 2769 0 6 |
| Schneider and Co. | 109 | 441 8 6 |
| Total tons | 2386 | £9528 12 0 |

Copper ores for sale on Thursday next, at White's Hotel, Pool.—Mines and Parcels.—North Roakbar 670—North Pool 659—Tincroft 651—Consolidated Mines 589—Wheal Teton 404—Wheal Bassett 375—Wheal Cliffo 278—South Wheal Frances 230—Charles-ton United Mines 66—Wheal Cliffo 278—Copper Bottom 21—Wheal Banns 20.—Total quantity of ore to be sold, 3988 tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea 841—Tremayne 493—Wheal Buller 448—Par Consols 369—Levant 230—Alfred Consols 216—Wheal Trevelick 169—Wheal Tremayne 125—Pulberron Mine 129—Pendarves Consols 60—Wheal Agar 57—Trevelick's ore 14—Trevelick Consols 11.—Total quantity of ore to be sold, 3106 tons.

COPPER ORES

The following were the purchasers of the ores sold at Swansea on the 22d inst.—the particulars of which appeared in last week's Journal:

| English Copper Company | Tons. | Amount. |
|---------------------------|-------|--------------|
| Freeman and Co. | 330 | £1071 11 5 |
| Grenfield and Sons | 330 | 3043 4 6 |
| Sims, Williams, and Co. | 391 | 7210 11 5 |
| Vivian and Sons | 325 | 8763 16 11 |
| Williams, Foster, and Co. | 325 | 6328 0 0 |
| Mines Royal | 658 | 9824 11 0 |
| Schneider and Co. | 54 | 1765 5 6 |
| Mason and Elkinton | 136 | 1472 7 9 |
| Total | 2732 | £40,700 11 0 |

At SWANSEA, for sale, Sept. 3.—Berehaven 127, ditto 116, ditto 80, ditto 77.—Burra Burra 70, ditto 67, ditto 60, ditto 53, ditto 50, ditto 48, ditto 34.—Santiago 85, ditto 73, ditto 70, ditto 58, ditto 51, ditto 47, ditto 45, ditto 43, ditto 40, ditto 38.—Cobbe 66, ditto 65, ditto 63, ditto 62, ditto 61, ditto 60, ditto 59, ditto 58, ditto 57, ditto 56, ditto 55, ditto 54, ditto 53, ditto 52, ditto 51, ditto 50, ditto 49, ditto 48, ditto 47, ditto 46, ditto 45, ditto 44, ditto 43, ditto 42, ditto 41, ditto 40, ditto 39, ditto 38, ditto 37, ditto 36, ditto 35, ditto 34, ditto 33, ditto 32, ditto 31, ditto 30, ditto 29, ditto 28, ditto 27, ditto 26, ditto 25, ditto 24, ditto 23, ditto 22, ditto 21, ditto 20, ditto 19, ditto 18, ditto 17, ditto 16, ditto 15, ditto 14, ditto 13, ditto 12, ditto 11, ditto 10, ditto 9, ditto 8, ditto 7, ditto 6, ditto 5, ditto 4, ditto 3, ditto 2, ditto 1.—Total quantity of ore to be sold, 3378 tons.

MINING APPOINTMENTS DURING SEPTEMBER.

- South Frances account, on the mine. Fovey Consols sampling.
- Devon Consols and other mines sampling.
- Ticketing at Pool, North Roakbar, North Pool, and other mines.
- Pay-day at Carn Brea, South Bassett, East Pool, West Caradon, and Gonnamens.
- Pay-day at Dolcoath, Stray Park, West Jewell, Devon Consols, Par Consols.
- North Roakbar account, on the mine. Par Consols sampling.
- Consols, United, and other mines' sampling.
- Ticketing at Redruth, Carn Brea, and other mines.
- North Pool setting.
- Par Consols pay.
- Trevelick and Baginbun account. Fovey Consols sampling.
- Great Consols account, on the mine. North Pool and other mines' sampling.
- Ticketing at Truro, Devon Consols, and other mines.
- United Mines account, on the mine; Budnick pay; Levant tutwork pay.
- Pay-day at Consols, United, Seton, Trevelick, Comfort, West Buller, Fovey Consols, and Agar.

ACCIDENTS—(Continued).

St. Austle.—John Smith was severely injured by a fall of roof in an iron mine, but is recovering.—As a lad, named H. Vivian, was oiling the machinery at the iron foundry, he was caught in the wheels, and had his leg broken.

Cook's Kitchen.—J. Trevelick fell from the 148 to the 170 fathom level down the shaft and was killed on the spot.

PRICES OF MINING SHARES.

| Shares. | Company. | Fold. | Price. |
|---------|--|--------|-------------|
| 1000 | Abergweissin (silver-lead), South Wales | 9 | — |
| 1000 | Alfred Consols (copper), Hayle, Cornwall | 24 | 24 3/4 |
| 1245 | Call-y-Gith (silver-lead), Talybont, Cardiganshire | 5 | 5 1/2 |
| 1024 | Balclutha (copper), Kilmadock, Cardiganshire | 5 | 5 1/2 |
| 1024 | Balclutha Consols (tin), Uly Lelant, Cornwall | 42 1/2 | 20 |
| 903 | Barristown (lead), Carrick, Ireland | 3 | — |
| 3630 | Bardens (silver-lead), Cornwall | — | 4 1/2 |
| 4000 | Bedford United (copper), Tavistock, Devon | 2 | 4 1/2 |
| 1380 | Birch Tor and Vithier (tin), Dartmoor, Devon | 10 1/2 | 7 1/2 |
| 1245 | Bishopstone (silver-lead), South Wales | 1 | 10 |
| 5000 | Black Grit (copper), Kilmadock, Cardiganshire | 5 | 5 1/2 |
| 4000 | Blancpain (iron), South Wales | 5 | 5 1/2 |
| 1024 | Bodmin Consols (lead), Wadebridge, Cornwall | 3 | 3 |
| 5000 | Bodmin Moor Consols (tin and copper), Bodmin, Cornwall | 1 | 8 |
| 60 | Bosorn (tin), St. Just, Cornwall | 4 1/2 | 10 1/2 |
| 100 | Botallack (tin and copper), St. Just, Cornwall | 18 1/2 | 150 |
| 2000 | Bottle Hill (tin and copper), Plympton, Devon | 3 | 2 |
| 1000 | Bridford (tin), Augusta (lead), Bridford, Devon | 4 | — |
| 10000 | British Iron, Regin. (iron), South Wales | 10 | 10 |
| — | Ditto ditto, scrip | 10 | 10 |
| 2400 | Bryn-Arian (lead), Cardiganshire | 2 | 2 1/2 |
| 107 | Budnick Consols (tin), Penzance, Cornwall | 52 1/2 | 10 1 1/2 |
| 406 | Butterdon (lead), Menheniot, Cornwall | 1 1/2 | 2 3/4 |
| 2000 | Bwlch Consols (silver-lead), Cardiganshire | — | 4 1/2 |
| 1000 | Callington (lead and copper), Callington, Cornwall | 25 | 6 1/2 |
| 1000 | Camborne Consols (copper), Camborne, Cornwall | 7 | 4 |
| 20000 | Cameron's Steam Coal (coal), Swansea, Cornwall | 23 1/2 | 10 |
| 236 | Caradon Mines (copper), St. Cleer, Cornwall | 24 | 10 |
| 236 | Caradon United (tin and copper), St. Cleer, Cornwall | 24 | 5 1/2 |
| 1536 | Caradon Vale (copper and lead), St. Ives, Cornwall | 3 | 12 1/2 |
| 1000 | Carbena (tin and copper), Crowan, near Camborne | 5 | 10 |
| 1000 | Carh Brea (copper and tin), Illogan, Cornwall | 15 | 115 125 |
| 1000 | Carhew Valley Consols (cop. & lead), near Wadebridge, Cornwall | 33 | 7 |
| 132 | Carvall (lead and copper), St. Austle, Cornwall | 21 1/2 | 60 80 |
| 100 | Cefn Bruno (lead), Cardiganshire | — | 9 |
| 113 | Charlestown (tin and copper), St. Austle, Cornwall | 220 | — |
| 500 | Comblawn (lead), Callington, Cornwall | 5 1/2 | 4 1/2 |
| 128 | Comfort (copper), Gwennap, Cornwall | 45 | 110 |
| 236 | Condourou (copper and tin), Camborne, Cornwall | 20 | 110 112 1/2 |
| 2360 | Cook's Kitchen (copper and tin), Illogan, Cornwall | 14 | 6 1/2 |
| 2360 | Cumbe Valley Quarry (copper), St. Gluvins, Cornwall | 5 | 2 |
| 1000 | Copper Betton (copper), Crowan, Cornwall | 9 | 10 |
| 900 | Court Graze (silver-lead), Cardiganshire | 2 | 10 |
| 211 | Craddock Moor (copper), St. Cleer, Cornwall | 27 | 8 |
| 236 | Crane and Bejaws, Camborne | 2 | 10 |
| 1000 | Cwm Erfin (lead), Cardiganshire | 4 | 3 1/2 |
| 128 | Cwmystwith (lead), Cardiganshire | 60 | 70 |
| 1000 | Daren (silver-lead), Cardiganshire | 2 | 3 |
| 710 | Darvel Consols (copper), Llanidloes, Cardiganshire | 10 | 3 |
| 1040 | Devon and Courtenay Consols (copper), near Tavistock | 11 1/2 | 3 |
| 1024 | Devon Great Consols (copper), near Tavistock | — | 220 225 |
| 1000 | Diurode (copper), Ireland | 2 | 5 |
| 182 | Dolcoath (copper and tin), Camborne | 30 | 20 |
| 2360 | Drake Walls (tin and copper), Calstock, Cornwall | 6 1/2 | 2 1/2 |
| 10000 | Durham County Coal (coal), Durham | 45 | 9 |
| 3000 | Dryniglan (lead), North Wales | 10 | 10 |
| 1000 | East Halsbury (tin), Searcote, Cornwall | 2 | 4 |
| 2500 | East Birch Tor (tin), North Bovey, near Ashburton | 3 | 3 |
| 1024 | East Buller (copper), near Redruth, Cornwall | 2 | 5 |
| 128 | East Carn Brea (copper), Redruth, Cornwall | 1 | 2 1/2 |
| 2048 | East Crowndale (tin), Tavistock | 7 1/2 | 8 1/2 |
| 150 | East Daren (lead), Cardiganshire | 11 | 2 1/2 |
| 236 | East Godolphin (copper), Crowan, Cornwall | 13 1/2 | 13 |
| 4000 | East Gwage Valley (copper), Gwage, Cornwall | 15 | 13 1/2 |
| 128 | East Pool (tin and copper), Pool, Illogan, Cornwall | 15 | 6 1/2 |
| 236 | East Seton and Wheel Maude, near Redruth, Cornwall | — | 6 1/2 |
| 9000 | East Tamar Consols (silver-lead), Beer Ferris, Devon | 1 1/2 | 1 1/2 |
| 256 | East Tolguis (copper), Redruth, Cornwall | 1 1/2 | 8 |
| 1000 | East Trevelin (tin), Laulvit, near Bodmin, Cornwall | 1 | 1 1/2 |
| 128 | East Trewarthy (copper), St. Agnes, Cornwall | 1 | 9 1/2 |
| 128 | East Wheal Ager (copper), St. Cleer, Cornwall | 125 | — |
| 914 | East Wheal Gwage (copper), Helston, Cornwall | 60 | 500 |
| 128 | East Wheal Rose (silver-lead), Newlyn, Cornwall | 40 | 10 |
| 1280 | Esgrig Lee (lead), Llanfihangel-y-Croftlan, Cardigan | 11 | 3 1/2 |
| 248 | Esnoor Wheal Eliza (copper), South Molton, Devon | 2 | 8 10 |
| 494 | Fewey Consols (copper), Tywardreath, Cornwall | 40 | 30 |
| 1024 | Froild Llywdd Mines (lead), Wales | 1 1/2 | 3 1/2 |
| 256 | Garras (lead), near Truro | 41 | 23 |
| 4000 | Garras Consols (copper), near Truro | 1 | 4 |
| 1000 | Goginan (lead), Cardiganshire | 1 | 200 |
| 256 | Gonauena (copper), St. Cleer, Cornwall | 44 1/2 | 15 |
| 2500 | Gouma Consols (tin), St. Ives, Cornwall | 2 | 5 |
| 256 | Graham and St. Aubyn (copper), Redruth, Cornwall | 80 | 17 1/2 |
| 99 | Great Consols (copper), Gwennap, Cornwall | 1000 | 250 |
| 512 | Great Wheal Badden (tin and silver-lead), Kea, Cornwall | 20 | 85 90 |
| 612 | Gr. Wh. Rough Tor Consols (copper), near Camelford | 24 1/2 | 20 |
| 1000 | Gr. Wheal Gwage (copper), Camborne, Cornwall | 5 | 5 |
| 1026 | Gustavus Mines (copper), Camborne | 5 | 2 1/2 |
| 512 | Hawkes Point (copper), Uly Lelant, Cornwall | 5 | 15 |
| 1024 | Hawkmoor (copper), Calstock, Gunnis Lake | 5 | 15 |
| 6000 | Helginston Down Consols (copper), Calstock, Cornwall | 2 1/2 | 2 1/2 |
| 1500 | Hennock (silver-lead), Hennock, near Exeter, Devon | 26 1/2 | 3 |
| 512 | Herodfoot (lead), near Liskeard | 16 | 14 |
| 10000 | Ilberham (copper), Ireland | 12 1/2 | 17 |
| 1000 | Ilkuburn (copper), Ireland | 10 | 12 1/2 |
| 9000 | Kewick (lead), Fortinsale, near Kewick | 10 | 12 1/2 |
| 1024 | Kingsett & Bedford (lead and copper), St. Mary Tavy, Devon | 3 1/2 | 3 |
| 787 | Kirkcubrightishale (lead), Kirkcubrightishale, Scotland | 34 | 7 |
| 2018 | Lamheroe Wheal Maria (copper and tin), Lamerton | 10 | 4 |
| 232 | Lanarth Consols (copper), Gwennap, Cornwall | — | 10 |
| 256 | Lelant Consols (tin), Uly Lelant, Cornwall | 53 | 19 |
| 1000 | Levant (copper and tin), St. Just, Cornwall | 17 | 12 1/2 |
| 1000 | Leila (tin and copper), St. Erth, Cornwall | 75 | 60 |
| 100 | Lisabrne (lead), Cardiganshire | — | 9 10 |
| 1000 | Llywynaale (lead), Cardiganshire | — | 9 10 |
| 3500 | Llywri (iron), North Wales | 50 | 50 |
| 6000 | Marke Valley (copper), Caradon, Cornwall | 10 | 10 |
| 5000 | Mendip Hills (lead), near Bristol | 3 1/2 | 12 1/2 |
| 128 | Metha (lead) Newlyn, Cornwall | — | 24 |
| 1000 | Metha Consols (copper), near St. Austle, Cornwall | 2 | 6 1/2 |
| 20000 | Mining Co. of Ireland (copper, &c.), Waterford, Ireland | 13 1/2 | 30 35 |
| 1024 | Moditham & Marrabro (copper & lead), Botus-fleming | 1 1/2 | 2 1/2 |
| 1024 | Montgomery (lead and copper), Montgomeryshire | 6 | 10 1/2 |
| 200 | Nanteos (lead), Cardiganshire | 34 | — |
| 3000 | Nant-y-Car (copper), near Rhayader, Breconshire | — | 5 |
| 1024 | New East Crowndale (copper and tin), Tavistock | 2 | 2 |
| 6000 | North Wheal Ager (copper and tin), Illogan, Cornwall | 1 | 5 |
| 1000 | North Buller (copper), Redruth, Cornwall | 2 1/2 | 2 1/2 |
| 256 | North Tolguis (copper), Redruth, Cornwall | 2 1/2 | 2 1/2 |
| 100 | North Pool (copper and tin), Pool, Cornwall | 45 | 400 |
| 140 | North Roskar (copper), Camborne, Cornwall | 5 1/2 | 160 |
| 262 | North Wheal Leisure, Penzance, Cornwall | 1 1/2 | 1 1/2 |
| 512 | North Wheal Vro (tin), Breaze, near Helston, Cornwall | — | 5 |
| 128 | Par Consols (copper), St. Blazey, Cornwall | 55 1/2 | 60 |
| 1000 | Par Consols Consols (copper), Camborne, Cornwall | 2 | 6 1/2 |
| 1000 | Pendaras and St. Aubyn (copper), Camborne, Cornwall | 3 | 5 1/2 |
| 4934 | Pennant and Craigwen (lead), Wales | 3 | 6 1/2 |
| 2048 | Pentire Glaze, United (silver-lead), St. Mervin, Cornwall | 3 | 5 |
| 1000 | Penybank and Ercloyd (lead), Cardiganshire | 4 | 6 |
| 1024 | Penzance Consols (tin), Sanceroc, Cornwall | 22 1/2 | 2 1/2 |
| 1000 | Peter Tavy and Mary Tavy (copper), Tavistock, Devon | 2 1/2 | 3 1/2 |
| 512 | Plymouth Wheal Tenand (tin), Plymouth, Devonshire | 6 1/2 | 6 |
| 1000 | Plymouth Consols (copper), Cornwall | — | — |
| 1000 | Ditto Preferential | 15 | — |
| 112 | Providence Mines (tin), Uly Lelant, Cornwall | — | 150 |
| 2500 | Rhoswydd and Bacheiddon (lead), North Wales | 10 | 10 |
| 10000 | Rhymney Iron (iron), Rhymney, South Wales | 50 | 12 |
| 10000 | Ditto New | 7 | 8 |
| 1000 | Roche Rock (tin), Roche, near St. Austle | 1 | 1 1/2 |
| 500 | Roche Mines (tin), Roche, near St. Austle | 5 | 6 1/2 |
| 1000 | Roche Valley (copper), near St. Austle | 21 | 5 1/2 |
| 2048 | Snowdon (copper), Carnarvonshire, Wales | 3 | 5 |
| 1024 | South Baleswidden (tin), St. Just, Cornwall | 1 | 5 |
| 9000 | South Tamar (silver-lead), Beer Ferris, Devon | 1 | 2 1/2 |
| 128 | South Caradon (copper), St. Cleer, Cornwall | 5 | 260 |
| 2000 | South Carn Brea (copper), Illogan, Cornwall | — | 6 10 |
| 1000 | South Dolcoath (copper), Illogan, Cornwall | 6 | 2 3 |
| 256 | South Fowey Consols (copper), (copper & tin), Devonshire | 30 | 28 30 |
| 1024 | South Molton (lead), Devonshire | 2 | 3 |
| 2000 | South Plain Wood (copper), Ashburton, Devon | 2 | 6 7 |
| 300 | South Speed (copper and tin), Uly Lelant, Cornwall | 13 | 30 |
| 256 | South Tolguis (copper), Redruth, Cornwall | 16 | 137 1/2 |
| 256 | South Trevelin (lead), near Liskeard, Cornwall | 28 1/2 | 5 1/2 |
| 2000 | South Wales Mining Company (lead), South Wales | 1 | 1 |
| 256 | South Wheal Basset (copper), Illogan, Cornwall | 10 1/2 | 315 325 |
| 124 | South Wheal Gwage (copper), Camborne, Cornwall | 160 | 54 1/2 |
| 1000 | South Wheal Josiah (copper), Calstock, Cornwall | 2 | 3 1/2 |
| 10000 | Southern and Western, Irish (copper), Cork, Ireland | 2 1/2 | 4 |
| 280 | Spearne Moor (copper), St. Just, Cornwall | 30 | 40 |
| 128 | Spearne Consols (tin), St. Just, Cornwall | 10 | 60 |
| 256 | St. Aubyn and Grylls (copper and tin), Breaze, Corn. | 2 1/2 | 7 1/2 |
| 94 | St. Ives Consols (tin), St. Ives, Cornwall | — | 80 |
| 128 | St. Michael Festival (cop. & tin), Clancewater, Cornwall | 5 | 10 1/2 |
| 128 | St. Mervin Consols (silver-lead), St. Mervin, Cornwall | 3 | 5 |
| 1000 | Stray Park (copper), Camborne, Cornwall | 10 1/2 | 21 1/2 |
| 9600 | Tamar Consols (silver-lead), near Tavistock, Devon | 3 | 4 1/2 |
| 687 | Tary Consols (copper), near Tavistock | 8 | 3 1/2 |
| 6000 | Tinconsols (copper and tin), near Pool, Cornwall | 7 | 13 1/2 |
| 1024 | Trelusback, Stithians, Cornwall | — | 5 |
| 128 | Trekenbury (copper), St. Ives, near Liskeard | 7 1/2 | 8 |
| 240 | Tremane (tin and copper), Camborne, Cornwall | 8 | 17 |
| 240 | Trevelin Consols (copper), Camborne, Cornwall | 14 | 18 1/2 |
| 5000 | Tregeare Consols (antimony and silver-lead), St. Kew | 2 | 2 1/2 |
| 236 | Tregorden (silver-lead) near Bodmin, Cornwall | 10 | 7 9 |
| 256 | Trehane (silver-lead), Menheniot | 1 | 22 1/2 |
| 5000 | Treleigh Consols (copper), Redruth | 6 | 3 1/2 |
| 150 | Treloy Consols (tin), St. Ives, Cornwall | 7 1/2 | 20 |
| 2000 | Treurance (copper), Helston, Cornwall | 6 | 7 1/2 |

that some others in addition to those he has credited as adventurers, are equitably liable, of course he would be benefited, just as the creditor of a firm would be benefited by the introduction of a dormant partner whom he did not know when he gave the partnership credit. He must look over not merely the evidence (which was very simple), but consider every case that might be put, in which a person who has an inchoate right to a share should be treated as a shareholder, he not having brought in the transfer to be registered, or signified his assent to the proper authority, it being very important that this, the first case on the subject, should be treated with great circumspection. The question might also involve the consideration of cases affecting contributories to joint-stock companies, in which case he might not give his decision until the next sittings.

On Thursday, however, the VICE-WARDEN was prepared with his judgment, and, after going into detail on the advantages of the Cost-book System in its true simplicity, and the perplexities and confusion which would arise if the pursuer had to look to any one except the holder, whose name was on the cost-book, he dismissed the petition, as against JOHNS, with costs, and ordered the defendant, TRELLAVEN, to pay the amount due on the hares on a day to be named by the court.

The directors of the EASTERN ARCHIPELAGO COMPANY have just issued their report, from which it would appear that they anticipated, at no distant period, a good return for the capital invested. Their expenditure up to June had been 5499*l.* 12*s.* 2*d.*, and the payments received for coal up to April last amounted to 1023*l.* 10*s.* 8*d.* The contracts originally entered into with Government had been at a rate of 13*s.* 6*d.* per ton, deliverable at the pit's mouth, and this has now been increased to the amount of 20*s.* per ton, delivered alongside her MAJESTY'S ships, anchored within a reasonable and secure distance of the company's landing place at Labuan. A great portion of the business of the meeting was, however, occupied by the managing director giving explanations of the cause of the unhappy disputes between Sir JAMES BROOKE and himself. It is not our province to enter into the merits or demerits of the case, but it would be a matter of regret that any cavilling or private pique should be allowed to throw obstacles in the onward march of the company in their laudable efforts to develop the valuable property which they possess. Large deposits of mineral are known to exist in Borneo, and the adjacent localities, of a richness which almost realises the fabled creations of the *Arabian Nights*. Inexhaustible mines of the ores of antimony have been discovered at Sarawak, which realise, according to M'CULLOCH, from 16*s.* to 20*s.* per ton at Singapore. At this present period, about 1400 tons are annually exported thither. Tin is, likewise, abundant; and the iron found in the interior is of so superior a quality, that the sabre used by a Dyak can cut through an iron nail without turning the edge. British enterprise has not yet been able to turn its attention to the exploration of these metals; but there is every probability that, in a few years, the islands of the Indian Ocean will be as well known to us as any of our transmarine possessions. In order to attain this great object, it is necessary that the colonies of Labuan should receive that development which their importance appears to merit. Situated as they are between our Indian empire and our Australian possessions, they will ultimately be a link in the great chain which must bind our farthest colonies to the parent country.

The supplies of coal furnished hitherto from England to her MAJESTY'S ships on the East India and China stations may be estimated to have cost the Government from 33*s.* to 38*s.* per ton; and in time of war such supplies would be precarious, and their price enhanced, so that, at the rate of 20*s.* per ton, as now arranged, there will be a saving to the Crown (exclusive of waste and deterioration of coal, occasioned by long sea-transport from England, cost of depot, and a variety of incidental expenses) of 13*s.* to 18*s.* per ton on all coal supplied at Labuan for the use of her MAJESTY'S navy.

The contract with the Government extends over a period of 30 years, and is a convincing proof of the wish of the Government in every way to aid an object, the prosperity of which must be of such obvious advantage to the colony of Labuan, and the maritime interests of Great Britain in the Chinese and Indian seas. Coolies have been dispatched from Bombay to supply the deficiency arising from the inaptitude of the Malays for mining operations. According to the reports of Rear-Admiral INGLEFIELD, who was some time Commander-in-Chief on the Indian station, it would appear that the contract price of 900 tons of coals at Singapore would be about 1567*l.*; while the same quantity of fuel could be obtained at Labuan for 925*l.*, leaving a difference in favour of the latter port of 642*l.* From the report of Mr. BAKER, engineer of H.M.S. *Meander*, it will be seen that, if the present seam now at work, at only a mean length of 1200 feet, breadth of 240 feet, and thickness of seam only 10 feet, it would give the result of 1200 x 240 x 10 = 2,880,000 cubic feet, nearly 3,000,000 of cubic feet; and allowing 30 cubic feet to the ton, 96,000 tons, all within 500 yards of high-water mark. Labuan is distant from Singapore 707 miles; Calcutta, 2300; Hong Kong, 1009; Sydney, 3750; Sandwich Islands, 4900; and San Francisco, 7000 miles; and is the immediate link by which the chain of communication could be kept up with all these countries.

Steam is the great agent of communication at the present day, and has done more to civilise and Christianise the world than the hundreds of missions who have marched forth to disseminate their own peculiar doctrines, and denounce all others who differ from them. In order that this great engine may be effectually worked, economy is necessary, and wherever coal can be obtained at a cheap rate, the various uses to which it can be applied are immediately brought into requisition. Locomotion is rendered easier; mines and manufactures spring up in localities where otherwise they would not have existed; cheerful industry flourishes where previously desolation and solitude reigned; capital is diffused in a region of poverty; individuals of different communities are brought in juxtaposition with each other; national acerbities are softened, provincial prejudices effaced, and mutual respect engendered. The systematic exploration of the coal mines of Labuan will ultimately lead to the development of the other mineral riches which are known to abound in the equatorial islands. A European colony will be formed, and we trust the period is not far distant when the barbarism which has disgraced those seas will be effaced, not by force of arms, but the gentle arts of peace. The prospects of the Eastern Archipelago Company, in our opinion, are more than favourable; if they steadily pursue the course they have laid down for themselves; aided as they are by the Government, and supported by the local authorities, there cannot be a question that, in a few years, they will reap their reward—not only in a pecuniary point of view, but in the gratitude of a people whom they will have raised from the depths of barbarism to the height of civilisation.

In some remarks which appeared in our last Number on the traffic of the South Wales Railway, we were inadvertently led into an error respecting the goods traffic—the absence of which we attributed to a want of sufficient inducements, offered on the part of the executive, to attract the carrying trade from the old and indirect routes to the new and more eligible one. We have since learned (and we have received our information from a valued correspondent in the locality) that the line is yet incomplete for a large goods traffic. There is but one line of rails, and not a single siding is yet complete; consequently, trains can only be run one way at a time, and but few times a day. With regard to the passenger traffic, it is not such a failure as we were led to expect—the idea, no doubt, having arisen from its being confined to one line only, and, consequently, not half developed. Although only open from Chepstow to Swansea, the passenger traffic far exceeds what was anticipated, or calculated upon, and completely disproves the old notion, that the Welsh are not a travelling people. The antiquated, and still too prevalent, antipathies existing between the Cymry and the Saxon, will speedily vanish as the two races are brought more and more into social contact by an interchange of visits which, but for the establishment of that great civiliser of the human race—the railway—would never have been thought of. There cannot be a doubt but that it will confer a lasting benefit upon the natives of the principality; and, although there is little hope of speedy remuneration to the shareholders, it is probable that, at a future period, it may become a 5 per cent. paying line.

We understand that the *Mauvoorns* among the Dissenters, and hypocritical pretenders to sanctity in the State Church, profess to be greatly scandalised at the running of excursion trains on Sundays; and that a formidable opposition to all Sunday travelling is to be got up, if persevered in. We only trust the directors will persevere in the good of such impotent hypocrisy in giving opportunities on Sunday—the only opportunities hundreds of children of toil have—of enjoying a few hours away from the smoke and turmoil of the town among the beauties of Nature; and, al-

though there are many who can only spare the Sunday for such innocent and healthy enjoyment, there can be no doubt but excursion trains occasionally on week days will pay as well.

At the meeting of the company, on Wednesday, the chairman stated the traffic was confined solely to passengers, and was subject to great impediments. Although only partially opened, the traffic had been double what had been anticipated. The whole of the arrangements connected with working the line were in the hands of the Great Western directors; and he believed the goods traffic would commence some time in September. He complained of the opposition of the Great Western Company to their obtaining further parliamentary powers—no reasonable motive to which could be conceived. It was the recommendation of the directors to proceed with alacrity in carrying the line on to Gloucester, and also from Swansea, westward to Fishguard, which might be done in two years. They should use all their exertions to fulfil their engagements to the Great Western Company, which would place them in a position to call upon that company to fulfil their engagements to the South Wales proprietors.

AN IMPROVED SYSTEM OF COMPOUND VENTILATION.

Mr. Edward Smith, of the Consett Iron-Works, has suggested* a system of ventilation for coal mines, by which probably double the amount of air may be obtained to course through the mine than by the common methods; and instead of becoming ransified, attenuated, and loaded with gases noxious to health, it retains its elasticity and purity, with its full mechanical power to dislodge the gases in the roof throughout its entire course to the upcast shaft. The current at the bottom of the downcast shaft is divided into two sections—one going north, the other south—and returning from the exploring drifts, to air a range of east and west boards on each side of the shaft. A door is placed at each board end, and a thin partition brattice runs nearly to the face of coal where the man works, giving a sufficient quantity of air; after which the current returns into the back pillars, and instead of conducting it up and down these pillars, it is coursed along each holing—one branch going direct to the furnace, and the other to the gas drift, which slopes gradually to its outlet about 4*½* fms. above the fire of the furnace. A space is left here between the barriers round the shaft and the intended goaf, to answer two important purposes. In the first place, if an unusual discharge of gas come off from any of the workings, and the viewer did not think it safe to let this air pass over the fire, he has ample space, and can, with the greatest facility, convey it to the gas drift; and secondly, in the event of an explosion occurring near either of the shafts, the space affords the air room to expand, and the doors, stoppings, and crossings would not sustain so much damage as on ordinary occasions; that part of the mine is also the spot where the men would naturally run from the danger, and would be thus in a better state to receive them. The advantages to be derived from such a system of compound ventilation are strikingly obvious when brought into comparison with the common methods, in which a single current has to ventilate every portion of the mine. From the immense distance the air has to travel, it becomes so rarefied as to lose its elasticity and strength before its return to the upcast shaft, becomes useless as a mechanical power in the dislodgment of the gases, and highly explosive when diluted by them; while by Mr. Smith's method the air has but half the distance to travel, double the quantity is obtained, and that comparatively pure and fresh to the last. The doors for conducting the air in places where the men are at work should be swing doors, which open without the aid of a trapper, merely by the pressure of the trams against them, and shut by their own weight; and should an explosion occur, doors of this description would yield, and not be so likely to be destroyed by the shock. It is also recommended that they be made of sheet-iron instead of wood, as at present. The furnace Mr. Smith recommends is one of a novel plan of construction, by which Mr. Goldsworthy Gurney's steam jet is brought in as a powerful auxiliary to furnace ventilation. Two small cylindrical boilers are placed about 18 in. above the furnace bars; from these boilers two pipes are laid to the bottom of the shaft, with a return piece raised about 6 ft., and a small orifice in the end of each admits of the escape of the steam. This plan Mr. Smith states is no vain theory, but has been practically carried out by him in some of the most fiery mines in the kingdom; and he is convinced that, if under the superintendence of clever practical men, explosions would be among the things which were; but even if they did occur, the simplicity of the means would offer much greater chances of escape. As many accidents have arisen from high winds blowing across the mouth of the upcast shaft, and preventing the free egress of the air, it is recommended that a chimney be erected over the pit from 20 to 25 ft. high, with a guard on the top, which will move round with the wind, and protect the outlet from extraordinary currents, or sudden blasts of wind.

STIRLING'S PATENT YELLOW METAL.—Mr. Morris Stirling, whose patent toughened cast-iron we have frequently noticed in our columns, has also a patent for a mixed yellow metal, for sheathing, bolt staves, bolt nails, deck nails, &c., bearing plates for machinery, and other purposes, where great strength and toughness are required. A series of experiments were made by the late Prof. J. Owen, under the direction of the Lords of the Admiralty, to ascertain its qualities, which, in every case, proved highly satisfactory. The metal consists of copper, zinc, and a very small proportion of iron. For some purposes, small quantities of tin and lead are added. The metal was cast in ingots, and rolled into bolt staves. Their tensile strength was ascertained in the testing machine, and compared with that of bolt staves of other metals, when the results were as follows:—Stirling's metal, breaking strain 27 tons, with the greatest stretch in a given length of 1.1 in.; Muntz's metal, 25 tons, with a stretch of 2.5 in.; iron, 22.4 tons, stretch 3.5 in.; copper, 21.15. The resistance to stretching renders it peculiarly fitted for fastenings. In another experiment, eight kinds of best gun-metal were tested with Stirling's metal, the results of which were—the mean tensile strength of the gun-metal was 11.66 tons, Stirling's metal 16.42 tons. It is cheaper than the copper, and other metals used in sheathing and shipbuilding; and in strength, stiffness of driving, and capability of being remanufactured as old metal, it has been found in every respect equal to other metals. In these experiments the metal contained a very small proportion of tin. In sheathing nails it was found to be slightly electro-positive, and, therefore, protective to all the kinds of copper sheathing on which it was applied. It casts with a good point, and drives well. Its stiffness, as compared with ordinary gun-metal, was ascertained, by having bars cast 1 in. square, and 3 ft. long, placed on supports 2 ft. 3 in. apart, and weights gradually hung on the centre, until they amounted to 4 ton, by which means a permanent set was given to the bars. The results were—Gun-metal, composed of copper, 10; tin, 1—mean deflection, 73.44; Morris Stirling's metal only 16.77. The deflection is given in sixteenths of an inch, and shows the extraordinary stiffness of the patent mixed metal.

BANWEN IRON COMPANY.—The extensive property of this company, which consists of 573 acres of land, in the parish of Cadoxton, juxta Neath, in the vicinity of the estates of the Company of Copper Miners in England, was, on Thursday, the 22d inst., offered for sale at Swansea. No bid being offered, it was bought in, and as the affairs of the company are at present in the Court of Chancery, under Master Kinderley, nothing further can be effected, until the long vacation is terminated. This property, which is one of the very best mineral fields in Wales, is situated between the Neath and Swansea valleys, 13 miles from Neath, 16 from Swansea, and 14 from Merthyr. The Swansea Canal is connected with the estate by a tramway, which is within 5 miles; the Neath Canal, and Vale of Neath Railway, which joins the South Wales line, is within 2½ miles. The estate is held under a lease for 60 years, from the 24th of June, 1845, at the annual rent of 92*l.* 6*s.* as a surface rent, and at a royalty of 10*d.* per ton for large coal, 4*d.* per ton for culm, 1*s.* per ton for ironstone, and 8*d.* per ton for fire-clay and other minerals, and a sleeping rent of 450*l.*, which is allowed out of the royalties. The property is the north outcrop of the South Wales mineral basin, and contains all the lower measures of coal and iron mines, being those which supply Sir John Guest's, and the other large works in the district. In addition to several small veins, there are five large veins of anthracite coal, varying from 4 to 12 feet thick. The iron mine is partly on, and under the coal, and partly in separate strata. The chief veins are the Rhyd vein, the black vein, the Pen-y-Glyson vein, the Glas Fach, the Gneop and Rosser veins. Both the coal and iron veins crop out on the property, the crop of the iron mine being 2000 yards in length. Limestone is within an easy distance, and costs at the works 3*s.* per ton. There is an abundant supply of water and fire-clay. The company have about 3½ miles of tramroad laid down. An extensive peat field is on the estate. There are two blast furnaces with water tuyères and apparatus in working condition, which could be put in blast in 48 hours, and the iron produced has been pronounced by competent judges to be first-class pig-iron. The furnaces are capable of working nearly 90 tons of pig-iron weekly. On the establishment there is likewise a steam-engine of 50-horse power, a substantial engine-house, carpenters' and blacksmiths' shops, houses and cottages, together with several farms, which are let to respectable tenants. No sale being effected, and the company being under the Winding-up Act, nothing definitive as to its future prospects can at present be said; in the interim, previous to next term, should an eligible offer be made, that the property may be disposed of by private contract, no doubt but that it will receive the best consideration of the Master.

* In the *Gatehead Observer*.

ELECTRO-MAGNETISM AS A MOTIVE-POWER.

In a paper by Mr. Robert Hunt, published in the *Mining Journal* of the 25th of May, it was stated that to obtain 1-horse power from an electro-magnetic engine, the consumption, in a Grove battery, would be 45 lbs. of zinc, and in a Daniell battery 75 lbs. per hour; and also from the rapidity with which the power decreased, as the distance increased between the magnets, how far science was from having obtained any available means of mechanical action from this source—a grain of zinc consumed in a battery only raising 80 lbs. 1 foot high; while the consumption of a grain of coal was capable, by the conversion of water into steam, of raising 143 lbs. the same height. In a communication to the British Association, Mr. W. Petrie asserts that, in some of the best electro-magnetic engines, tested by himself and others, a horse-power was obtained by the consumption of from 50 to 60 lbs. of zinc per hour in a Daniell battery. He further shows that the mean results of careful experiments, tried directly and conversely, is that a voltaic current of one unit in quantity, or that from 1 gr. of zinc oxidised per minute, and of 100° intensity, represents a dynamic force of 302½ lbs., raised 1 ft. per minute, from which a most important fact can be obtained—that 1-horse power is the proper or absolute dynamic power which should be obtained from 1.56 lb. of zinc per hour in a Daniell battery. Mr. W. Petrie then shows that this power, however, must be always greatly limited and reduced by the peculiar mode in which the electric current produces dynamic effects. It would be great, were it not that the part moved always tends to induce a current along the wires in a contrary direction; and this influence, increasing with the velocity of motion, conflicts with the original current, reducing its quantity and the power of motion, as well as the consumption of materials in the battery; and although it has been supposed that possible alterations in the position of the parts of the machine, or its mode of action, would remove the evil, the author states that, as the tendency to an opposing induced current in the primary wire must be involved in the very principle of the system, no ingenuity can ever get rid of the retarding influence of the induced action; and the only way to overcome it is to increase the power of the battery, the intensity and not the quantity of the current, so as to be less affected by the opposing induction. As in steam, however, the best Cornish engines only represent ½ part of the power that the combustion of the carbon actually represents, and many locomotives only ⅓ part, these facts hold out hopes that great rewards are yet in store for that inventive genius which shall still be directed to this important subject, and showing that there need be no wonder that, as yet, we have only obtained ⅓ part of the power possessed by electricity.

Even now it would appear success has very nearly rewarded the perseverance of science in America. In a course of lectures which are being delivered at the Smithsonian Institution, Prof. Page has stated that there is no longer any doubt of the application of galvanic electro magnetism as a motive-power, and as a substitute for steam. Among the experiments which he performed to illustrate his assertion, were some of the most imposing ever witnessed in this branch of science. A bar of iron, weighing 160 lbs., was made to spring up and down by magnetic action a distance of 10 inches, like a feather in the air, the operator stating that he could raise it 100 ft. as easily as 10 in., and he perceived no difficulty in doing the same thing with a bar weighing 1 ton or 100 tons. The power could thus be applied to a pile-driver or forge-hammer with great simplicity, and an engine can be constructed with a stroke of any length that might be required. Prof. Page exhibited one constructed by himself; it was a reciprocating engine, said to be between 4 and 5-horse power, having a 2-foot stroke, and making by itself 114 strokes per minute, and when driving a circular saw 10 inches diameter, cutting 14 lbs. from 1½-inch boards, it made 80 strokes per minute. This power was obtained from a battery, taking up 3 cubic feet of space. The force operating on the before-mentioned bar he stated to be, as near as he could calculate, 300 lbs., and on the cylinder and piston magnets of his engine 600 lbs. throughout the whole of the stroke. A most magnificent spark could be produced from one portion of his large magnet, and with a report as loud as a pistol, while at a short distance from that particular spot it made no noise at all. The great point, however, to which both Mr. Hunt and Mr. W. Petrie direct their attention is the cost of producing the power. Prof. Page asserts that he has completely solved the problem, and he has reduced the cost below that of steam-power for the same effect obtained. With all the present imperfections of his engine, he states the consumption of zinc per horse-power per day as 3 lbs. only; which, according to Mr. Petrie's formula, given above, brings it up to one-half the real dynamic power of the voltaic current. He had yet, however, some few practical difficulties to overcome; but he was engaged on the experiment on a large scale, and confidently expected to produce a 100-horse power engine without difficulty.

BRITON FERRY (NEATH) DOCKS.—A prospectus of this scheme has been issued by the promoters, from which it appears that the total sum required to make the docks and wharves, according to Mr. Brunel's estimate, is 45,000*l.*, of which 10,000*l.* is to be furnished by the Vale of Neath Railway Company, leaving 35,000*l.* to be raised by the parties locally interested in the speculation. On this sum 15,000*l.* has, we are informed, been already subscribed by gentlemen of the neighbourhood. It was stated some few weeks since that the South Wales Railway Company had agreed to subscribe 25,000*l.* towards the making of these docks, but as this is omitted in the prospectus, we may conclude the directors have backed out of the affair. There can be no doubt but that both these railway companies will be greatly benefited by the docks, and it is to be regretted that the South Wales directors should have withdrawn their patronage from the scheme, without any public explanation of their motives for doing so, as their conduct has a tendency to prejudice the public against it, it being generally understood that Mr. Brunel was employed at their request, and that they withdrew their patronage on receiving his report. As the sum required is not a large one, and as the docks are absolutely essential to the full development of the vast mineral resources of the Vale of Neath line, it is to be hoped that the shareholders of this railway will come forward liberally in supporting the project.

READING, GUILDFORD, AND REIGATE RAILWAY.—The electric telegraph on this line is being erected by Mr. Charles V. Walker, telegraph engineer to the South-Eastern Railway Company. On the completion of this work, Reading, Guildford, Dorking, and Reigate, and intermediate stations, will have direct telegraphic communication with the metropolis.

LIFE INSURANCE AND RAILWAY ACCIDENTS.—It would be more tedious than a thrice-told tale to expatiate at any length on the obvious and manifold advantages of life insurance—always and admittedly a provident precaution, worthy the adoption of all within whose means it may be placed. There is certainly no lack of insurance offices—good, better, and best; new and old; ordinary and extraordinary. Some are rather extraordinary in their ornate appellations, such as that abridged into the "Accidental Death Company." Others are every way extraordinary, whether for the novelty of their design, or for offering the largest amount of contingent advantage, at the smallest conceivable outlay. On the one hand, accidents may occur on the best regulated railways, to say nothing of such sad and blundering mismanagement as just committed on the South Western. On the other hand, railway passengers are annually reckoned by the million, and railway servants by the thousand. Hence we know of no company better deserving of universal support, by both classes of persons, than the "Railway Passengers' Assurance Company." Many contend that there is nothing like the number of accidents on railways as there were with stage coaches. It is from closely calculating the comparative rare occurrences of serious railway accidents, in proportion to the vast numbers of railway travellers, that this company offer, for a premium of only 20*s.* per annum to insure 1000*l.* to passengers by any or every railway. They also issue similar periodical tickets for either half-a-year, a quarter, or a month, at almost inappreciable premiums; while, for a single journey, from 1*d.* to 3*d.* will equally insure sums from 200*l.* to 1000*l.* in the event of fatal accident, or else (what no other institution ever offered) compensation for any personal injury. Neither does such insured compensation bar an injured party from recovering damages also from the railway company. Not only from their own latest prospectus, but also from connections of persons who have had to re-claim, we are glad to find that claims for compensation are promptly and liberally met by this insurance company. It is further gratifying to find that among that class whose vocations expose them most to railway casualties—viz., engineers, railway guards, and other officials, there are those who habitually avail themselves of this remarkably cheap indemnity. And proportionally as provident habits prevail among railway employees, increasing numbers will use these advantages, especially as their beneficial working becomes better understood by actual observation; for some have already received most liberal compensations, while disabled by personal injuries. How much better is such a seasonable resource for crippled railway servants, with their wives and children to fall back upon, than for whole families to fall "on the parish?" Doubtless, railway passengers also, in still more increasing numbers, will avail themselves of these precautionary advantages. The late accident at the Lime-street tunnel was happily not attended with any very serious results; but it proved that various of those excursionists had insured. The insurance company promptly dispatched their own surgeon from London, to attend them on their return from Staffordshire, and until their respective compensations could be settled. Besides the character and standing of its directors, we conceive the strongest guarantee for the practicability and solvency of their scheme is to be found in the fact that the shrewd managers of the London and North-Western lines, were among the first actively to assist in bringing this useful and beneficial design into play, at all their stations. It has been in operation about 12 months, and it would be a public misfortune if the almost gratuitous boon which it offers to the railway employees as well as to the travelling world, should be either enhanced in cost, or abridged in amount, for want of universal support. It is, and deserves to be, emphatically, "an insurance office for the million."

A lecture on geology will be delivered by Mr. Abraham, of Exeter, at the Ashburton and South Devon Geological and Mineralogical Society, on Tuesday.

IMPROVED LIFTING JACKS.

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HALL'S PATENT LIFTING JACK.

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*The attention of parties who employ
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is respectfully requested to the superiority of those annexed, over those hitherto in use.

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The great SUPERIORITY and ECONOMY of WIRE ROPES for MINES and RAILWAYS, over Hemp Ropes or Chains, has been fully established by extensive use in all the principal mining districts in the United Kingdom for many years—being cheaper, much lighter, more durable, and a great saving to the engine.
KUPER & CO. request particular attention to their IMPROVED FLAT ROPES, and their very superior mode of stitching; also to their ROUND ROPES, for Inclines, &c., and PIT GUIDES or CONDUCTORS made of very thick wire, and in one length, without joints.
Prices, carriage free to the nearest railway or water station, 56s. per cwt. for round 70s. per cwt. for flat ropes; galvanising, 10s. per cwt. extra.
SIGNAL CORD, galvanised or varnished, of all sizes, for Mines, Railways, &c., from 14s. per 100 yards.
GALVANISED SIGNAL PULLEYS, with brass wheels, 6s. per dozen.

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ASPHALTED ROOFING FELT, 1d. per square foot.
PATENT WIRE STRAND FENCING and ORNAMENTAL WIRE WORK, for Railway, Park, and Agricultural purposes, and have since received compensation for the loss of time and medical expenses; and by that on the Edinburgh and Glasgow Railway, on the 1st August, the Company have already received notice of injuries to several insured parties.
ALEXANDER BEATTIE, Secretary.

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TRAVELLERS BY RAILWAY can now OBTAIN TICKETS at the principal RAILWAY STATIONS to INSURE AGAINST ACCIDENT during a SINGLE JOURNEY, irrespective of distance, for the following amounts:—
£1000 in a first-class carriage, at a premium of 3d.
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£200 in a third-class ditto ditto 1d.
For the convenience of frequent travellers, Periodical Tickets are also issued at the Railway Stations by the provincial agents, and at the Company's offices, 3, Old Broad-street, London, on the following terms:—
To insure £1000 for 12 months, at a premium of 20s.
ditto £500 ditto ditto 10s.
ditto £200 ditto ditto 5s.
With the option of travelling in any class carriage, and on any railway in the kingdom.
The total amount insured by any of the above tickets is payable in the event of death by railway accident, and proportionate compensation afforded in cases of personal injury.
N.B.—In the recent serious accident at Liverpool, 12 persons out of the large number who were injured were insured with this Company, and have since received compensation for the loss of time and medical expenses; and by that on the Edinburgh and Glasgow Railway, on the 1st August, the Company have already received notice of injuries to several insured parties.
ALEXANDER BEATTIE, Secretary.

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Mr. Nesbit's works on Land Surveying, Mensuration, Gauging, Arithmetic, English Farming, &c., may be had of all booksellers.
References.—Dr. D. B. Reid, F.R.S.E., &c., House of Commons, Westminster; R. Prosser, Esq., C.E., Birmingham; J. L. Bullock, Esq., Editor of *Frederick's Chemical Analysis*, Condall-street, Regent-place; J. Gardner, Esq., M.D., Editor of *Liebig's Letters*, &c., Mortimer-street, Portland-place; and W. Shaw, Esq., Strand, London.

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LICENSEES GRANTED.

PATENT IMPROVEMENTS IN CHRONOMETERS.

E. J. DENT, 22, Strand; 33, Cockspur-street; 34, Royal Exchange (clock tower area), Watch and Clock Maker, BY APPOINTMENT to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from 10s. to £10 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each.
DENT'S PATENT DIPLIODESCOPE,
or Meridian Instrument, is now ready for delivery.—Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

SEWERAGE OF LONDON.—THE ATTENTION OF THE COMMISSIONERS appointed to determine upon the MOST EFFICIENT MATERIAL for the CONSTRUCTION OF THE SEWERS OF LONDON, is particularly directed to the ASPHALTE OF SEYSEL, which more than any other material is applicable to the CONSTRUCTING and INTERNAL COATING OF BRICK CULVERTS and OTHER CHANNELS FOR DRAINAGE.

The experiments made by the Royal Artillery on the embankment of Plymouth Citadel, constructed of Seyssel Asphaltic Brickwork, under the orders of the Hon. Board of Ordnance, have fully proved the superiority, adhesiveness, and strength of Seyssel Asphalt over all other cementitious compositions. A printed account of these experiments can be had on application to
Seyssel Asphaltic Company—"Claridge's Patent"—Established 1838.
Note.—The application of the Asphalt of Seyssel is specially recommended by the Commissioners on the Fine Arts for covering the ground line of brickwork in marshy situations, and it has been suggested that it would be peculiarly applicable for covering the areas of closed grave yards, and for the construction of catacombs.

THE PATENT OFFICE AND DESIGNS REGISTRY

No. 210, STRAND, LONDON.
INVENTORS will receive (gratis), on application, the OFFICIAL CIRCULAR OF INFORMATION, detailing the eligible course for PROTECTION OF INVENTIONS and DESIGNS, with Reduced Scale of Fees.
Messrs. F. W. CAMPIN and Co. offer their services, and the benefit of many years experience, in SECURING PATENTS and REGISTRATIONS OF DESIGNS, with due regard to VALUABLE economy, and dispatch—assisted by scientific men of repute.
Also, in MECHANICAL and ENGINEERING DRAWINGS, whether connected with Patents, Railways, or otherwise, by a staff of first-rate draftsmen.
Application personally, or by letter, to F. W. Campin and Co., No. 210, Strand (corner of Essex-street).

New Patents.

SPECIFICATION ENROLLED DURING THE PAST WEEK.
B. Todd, of the Bank of Falmouth, gentleman: For improvements in the manufacture of arsenic, sulphuric acid, and the oxide of antimony from copper and other ores, in which they are contained, and also the oxide of zinc. The patentee describes and claims the submitting of copper and other ores, in an unacidified state, to the oxygenating and reducing action of a blast furnace, in connection with chambers or flues, and the application of the spare heat from the blast furnace to a calcining or reverberatory furnace in connection therewith. The volatilised products evolved are carried into the chambers, where they are condensed, and subsequently operated upon to render them available for the purposes of commerce, while the non-volatilised products are obtained in the form of reguli in the bottom of the furnace, whence they are removed to the calciner.

LIST OF PATENTS GRANTED DURING THE PAST WEEK.
A. V. Newton, of Chancery-lane, Middlesex, mechanical draughtsman, for improvements in cutting types and other irregular figures.
G. A. Huddart, Esq., of Brynkr, Caernarvon, for certain improvements in the manufacture of cigars, and certain improved apparatus for smoking cigars.

DESIGNS FOR ARTICLES OF UTILITY REGISTERED.
Schiffel, Brown, Davis, and Hale, Gresham-street, London, the University cravat.
J. Swain and Co., Oxford-street, the Syrian palette; also the Syrian jacket.
W. Samuelson, Banbury, Oxford, heater to be used in making butter.
W. G. Armstrong, Elswick Engine Works, Newcastle, hydraulic equaliser.
S. Rooke, Junr., Whitehall-street, Birmingham, Oxonian ink pot.—*Mechanics Magazine*

Original Correspondence.

SMELTING OF IRON ORES.

SIR,—The economy in fuel alluded to by "Keeper," from diminishing the unprofitable earthy matter in the blast-furnace, was one of the objects proposed by Mr. Heath in the process which I have referred to. Some saving will most probably result by disembarrassing the fuel from this extra demand; but it remains very questionable whether this saving will be in proportion to the earthy matter which is dismissed. There is no metallurgical operation in which there are such a multitude of economical agencies proceeding at the same moment as in the process of smelting in the blast-furnace—all of which require a comprehensive consideration. The main operation is to effect such a degree of heat at the tuyères as may thoroughly melt the iron; and this heat must further be sufficient to permit a considerable degree of it to be abstracted in the subsequent conversion of its product into carbonic oxide, and yet leave such a remainder that the carbonic oxide may be hot enough to carburate and deoxidise the upward bulk of descending materials. If the temperature at the tuyères does not carry out the immediate conversion of the first product of combustion into oxide of carbon, instantaneous derangement arises from the presence of oxidised or oxidisable iron. The susceptibility of the coke to yield up its carbon rapidly to the carbonic acid gas evolved immediately beneath at the tuyères, forms one of the distinctions of a superior iron-making coal. Thus the dense incombustible structure of anthracite, though yielding intense heat at the first stage when under the action of the blast, is extremely unfavourable to the next process of supplying the second equivalent of carbon, producing as it does a fall in temperature. This deficiency and its results have dictated less capacious furnaces where anthracite is the fuel. Now, as the heat required to melt the iron, and carry a sufficient temperature upwards, is much greater than is necessary to fuse the earths when they are properly alloyed, it follows that a very great amount of this latter fusion is effected as it were, by-the-by, by calorific agencies, which are performing the main operation upon the iron at the same time, and are very little diminished by melting the earths into the bargain. I know an instance, where for improper purposes a furnace was burdened for several weeks with the poorest iron ore that could be selected, requiring 6 tons to make 1 ton of iron; yet, notwithstanding this outrageous proportion of cinder, the quantity of coke per ton of iron was not materially increased. This seems to show it as very doubtful whether the saving of fuel will, as Mr. Poole suggests, preserve a direct ratio with the diminution of earthy matter. Whatever may be the possibilities of smelting rich ores successfully without dilution, it is very difficult to set aside entirely the common voice of experience—that lean ores make the best iron. The rationale of which appears to be that, when the iron is disseminated and diffused over a considerable surface of earthy matter, it is more uniformly and effectually presented to the agency of the deoxidising and carburating gas. It is evident such an arrangement must be more obvious to such complete action than an agglutination of dense and irregular sized masses of solid oxide which may be completely prepared on the surface, but the centre not reached, and whose specific gravity causes them to run faster through the furnace, and accumulates the chances of their reaching the tuyères in an oxidisable stage of preparation, accounting for that crudity of quality which has been attributed to the produce of rich ores. I must again point out that the example of ironstone, adduced by Mr. Poole, and adopted by "Keeper" for his calculation, contains a most unusual minimum of silica. The fact is, the great prevalence of silica over alumina, in clay ironstone, clay shale, and other substances to which the term "clay" is affixed, is far from being generally recognised. The majority of substances called clays contain less than 20 per cent. of alumina, and more than 80 per cent. of silica; those which are fusible being rendered so by small percentages of oxide of iron, lime, magnesia, or the alkalis. The cinder of the blast-furnace is essentially a silicate of lime; and the presence in quantity of other earths appears rather to impair than enhance its perfection.—DAVID MUSHET: August 21.

WROUGHT-IRON FOR WIRE MAKING.

SIR,—If "Forge Hammer" will exert his proper energies on the amorphous paragraph in question, it may assist in drawing out the author's meaning, which is not easy in the present condition of the mass. So far as it is intended to assert that the best charcoal iron is the best for wire making, containing, as it does, a proportion of carbon sufficient to impart some of the dense consistency of steel, without too much impairing tenacity, there appears no great contradiction; but what this has to do with "boiling," which is an economical process for puddling common pigs with cinder, to promote the more rapid discharge of carbon, and has the repute of yielding inferior iron, seems rather a tougher question. Also whether the impurities so contracted are the "impurities" which we are told improve the iron for wire. "Forge Hammer's" strength of head must so far exceed mine, that I am sure he can hammer out these and other hard points much more effectually than I can hope to do. DAVID MUSHET.
August 27.

COAL MINE INSPECTION.

SIR,—Whilst reading, during this summer, your many severe strictures upon public commissions, which residents in London possess, to gratify not only the eye, but the nose, and observing at the same time that you advocated the infliction of these State energies upon colliery proprietors, I could not fail to imagine but that, in some sportive mood, groaning under the delights of Government or public management, you wished our ignorance to be enlightened by experience, and a practical knowledge of the good things you enjoy extended to your country friends. I was, therefore, agreeably surprised this week in reading your stringent remarks on the "fearful responsibility" which has devolved on Government in the appointment of inspectors under the new Act. It is, indeed, "a fearful responsibility"—one which wise men might well shrink from encountering. Each step, however, that is taken will tend to bring the great common sense and practical judgment of this country to bear upon a subject which, up to this time, has been but a shadow evoked by dreamers. The first step is, of course, the appointment of inspectors. "To dress a hare, first catch your hare." These should, as you say, to afford the slightest chance of avoiding evil, be selected from "the most intelligent of the viewers." If properly advised, the Secretary of State will appoint only practical men, not theorists or penmen—that class of persons whom the late Mr. Biddle, in his plain way, denominated "crochetty beasts," and who, because none can trust them in the severe responsibilities of colliery management, have found a more congenial employment in descriptive disquisitions and cries for inspection. What, then, will be the first act in the selection of these intelligent viewers? Such viewers are not men lying about the country out of employ; they are, and only can be, found in active duty. An uninterrupted experience of at least twenty years is not too high a qualification to be expected for a man whose business is to find fault with every one, and who, therefore, ought to be very perfect. Now, to get these men to desert the service of their employers for the public good, some adequate inducement must be offered. Men of character and stability, who have been intrusted for twenty years in responsible situations, and have cemented in that time a faithful understanding with their masters, will not easily be persuaded to turn their backs on old friends, and commit their reputation and their fortunes to the crazy bark of Government speculation. In fact, no amount of bribe would prevail on high-minded agents to desert their duty. Two results, therefore, appear: the Secretary of State will have to offer very high amounts of salary to decoy other people's servants; and, when offered, they will only succeed in purchasing the services of the most unstable and least-respected agents. This will be the first step in the infliction of public and private wrong, under the colour of public good. In the courts of law, the judges are selected from counsel in solid practice—not from theorists or newspaper writers on law reform; and the judge's salary is fixed at such a sum as may compensate him, as an able lawyer, for the sacrifice of private emolument. This is a regular course of promotion; and so in mining, or any other occupation, a man rises by the force of ability to the highest offices. But the case would differ much were there extraneous appointments, called inspectors of law courts, to see they did their duty, and higher salaries were offered to the judges to bribe them to desert the bench for the inspectory function. This supreme office of inspector would then be filled by the most unworthy; for there is neither

dignity nor honour in being the overseer and informer above men who have every possible motive that can influence human nature to the performance of duty. The post of mine inspector will be a place of ill repute, for which money alone will purchase candidates of any class; it will be ranked with other employments, for which society fortunately finds applicants sufficiently fortified with nervous obtuseness, only with this difference, that the inspector will not have the sanction and sufferance of being a necessary officer.

The statement of a "Scotch Mining Engineer" is a strong example of the folly which I have already said the agitators fill workmen's heads with, to bend them to their purpose, and which shone forth in the agitators' petition to Government "to send down inspectors to remove the colliers' dangers." In a colliery, every man's life is in his own and his neighbour's hand. One of the mischievous delusions taught to the men is, that inspectors will set them free from the restraints of those strict rules for the general safety which now exist, and examples of which are appended to Mr. Phillips's report. I agree with your correspondent that, if these and other information which has been collected were put into the possession of every owner and agent, the Government would then be doing something to the purpose.—DAVID MUSHET: August 20.

AMERICAN STEEL.

SIR,—I have in my possession some samples of the Adirondac steel; it is not made direct from the ore, but from bar-iron; and the cast-steel is melted in the usual manner. The quality of the steel does great credit to Mr. Dixon's abilities as a maker of steel from new and untried materials. Still, it is useless to attempt to class it with even average Sheffield cast-steel; and in quality it may be ranked with that which at present sells in Sheffield at from 40l. to 45l. per ton. The United States will not, probably, become independent of England for best cast-steel for many years; certainly not until they can produce bar-iron equal to Russian or Swedish marks of average quality—a feat they have not yet accomplished.
Coleford, August 24. R. MUSHET.

ON RED-SHORT IRON.

SIR,—The late Mr. David Mushet experimented rather largely on the different properties of iron, and I doubt not but his son, the present Mr. David Mushet, has likewise made similar attempts. If the result of such experiments were given, I have no doubt but the opinion of these gentlemen, after "chemical analysis," would go to prove the predominance of a "red-short" property in some ores compared with others. That such a peculiar element in its composition is objectionable, long experience has fully proved: we know that for this reason alone Welsh bar-iron is not so adapted for general use as Staffordshire. Scotch iron, on the contrary, is "cold-short," a peculiarity more objectionable than "red-short." The latter will make a much safer railway bar than the former, and hence it is that Welsh rails have been in more demand than Scotch; but, if the expense were at all justifiable, the two evils may be cured by a suitable quality of ironstone imported to each maker as a mixture with their "native ores;" in both instances the "charge" to the blast furnace would then have the desired effect. In Staffordshire the case is different; Nature appears to have designed this district to occupy a leading position in the manufacture of iron; for sure it is that she has formed its mineral deposit upon a much more extended scale, and with a much more liberal hand. From the variety of ironstones which this district possesses, the manufacturers are enabled to obtain such a mixture for their blast furnace as to prohibit a "red-shortness" on the one hand, or a "cold-shortness" on the other. I do not say but that both these qualifications are sometimes found even in Staffordshire iron; but it need not be so, for the makers have the means of prevention in their own hands. Every manufacturer knows that he is able to produce a much more serviceable bar of iron, if that iron carry with it a copious flow of nourishing cinder, and that, if this be absent, his iron partakes of a dry husky nature, and, therefore, unfitted for general use; he knows, too, that the stronger his pigs are (if white), the less likely he is (without mixture) to have good bar-iron. A judicious combination of ores in the first process will supply a suitable quality of pig-iron, and, this obtained, "red-short" and "cold-short" may be all but annihilated.

The "chemical" composition of "red-short," however, is another part of the subject. John Gibbons, Esq., in his *Treatise on the Iron Trade*, attributes it to a certain alloy, inherent to this particular quality of iron, and to this opinion most manufacturers undoubtedly conform; but of what that alloy consists, no chemical investigation has yet developed. No gentleman, I apprehend, have done more to advance the manufacture of iron than Messrs. J. and B. Gibbons, and few manufacturers can lay claim to such valuable experience; it is a name that will be associated with the iron trade as long as it endures, and go down to posterity with well-merited honours. The question, then, for the consideration of the trade is, what can be done to counteract the effect of "cold-short" and "red-short" in those localities where the minerals partake solely of such qualifications, without subjecting the manufacturer to the expense of seeking other and distant minerals as a mixture? "Chemical analysis" may go far possibly to alleviate, if not remedy, the defect—perhaps Mr. Mushet will supply this desideratum.—E. TALBOT: Tipton, near Birmingham, Aug. 27.

MINING IN WALES—TURN-OUT IN THE HOLYWELL DISTRICT.

SIR,—A stranger to you, and unaccustomed to writing for the press, I trust I may be excused in asking the insertion of a short letter, with the view of doing justice to strangers, as they are now designated, in Flintshire—the Cornishmen. The credit is certainly due to them of introducing ladder-roads into the Flintshire mines, and the system of walling shafts, with stone instead of timbering; also of working mines with regular levels, which had not been done before, and also a greater number of shafts than had been used for working and ventilating the mines.

The plunger-lift, 30 years ago, was unknown in this county, till introduced first to the Panty-go engine, on Halkin Mountain. The system of enriching parties by the supply of candles, powder, smith work, &c., was also changed, giving the company profits which before went into the pockets of others. Twenty years since, there was only one steam-engine, 30-in. cylinder, at work on all the lead mines of Flintshire, and that at Talar-goch Mine, which had only two valves—the equilibrium as it should be, and the exhausting, the top of the piston, being always open to the same pressure as in the boiler. Panty-go, 50-in. engine, was the same; and I believe I may add that at that time these were the only two engines on the lead mines in Flintshire; and it was currently said that the Flintshire mines would not pay the expense of outlay in erection and working of steam-engines; but the introduction of the Cornish steam-engine, and the great saving in fuel by them, soon taught a different lesson; and since that period, the following mines have been worked with steam-power:—

| | Have been worked. | At work, 1840. | Now at work. |
|-----------------------------|-------------------|----------------|--------------------|
| Westminster Mines | 300 | 300 | — |
| Mace-y-safn, Mold Mountain | 150 | 150 | 150 |
| Coed Kendrie, Mold Mountain | 50 | — | 50 |
| Gwerymynydd, Mold Mountain | 100 | — | — |
| Cat-hol | 300 | — | — |
| Pant-y-dantrh | 50 | — | — |
| Bwlch-y-dantrh | 50 | — | — |
| Pant-y-mwyn | 330 | 330 | — |
| Llyn-y-papir | 400 | — | — |
| Pent-y-frod | 240 | — | — |
| Rhydymwyn | 450 | — | — |
| Hendre Wood Mine | 450 | — | — |
| Halkin Mines | 220 | — | — |
| Mace-y-safn | 30 | — | — |
| Milwr Mines | 450 | — | preparing to work. |
| Holway Mine | 100 | — | ditto 200 horses. |
| Trefogan Mine | 250 | 250 | 250 |
| Talar-goch | 130 | 130 | (about idle) 130 |
| Fron Fownog | — | — | — |
| Total | 3860 | 1160 | 580 |

The Mold Mines paid for labour and coals, since the period before named, full 350,000l., and 50,000l. for royalty. The Halkin Mines, labour and coals, 130,000l.; paid royalty and driving the deep level, 42,000l.—4s. 10d. in 1l. of all ore raised; and to show how much the Cornish engine was sought after, the Cornishmen had contracts, and gave specifications for 2000-horse power 80-in. cylinders for mines apart from their own. Thus it will be seen that nearly 4000-horse power has been employed in the Flintshire mines since 1822; and there were about 2000-horse power at work in 1835; 1160 in 1840; and 580 only in 1850. From the ground laid dry by such steam-power, the following returns may be fairly estimated:—

Out of this amount, it may be fairly estimated full 250,000*l.* has been paid for royalties; and for labour, carriage, and coals, which may be fairly called as labour, full 1,600,000*l.* has, within 28 years, been paid—showing that in the mineral district named, 20 miles from north to south, and two miles from east to west, embracing 40 square miles, paid, on an average, 57,000*l.* per annum for labour, and nearly 9000*l.* per annum as royalty. That the present system of mining will not bring up such average returns is quite clear, owing to some cause or other. It should be borne in mind that the small mines working without steam-power, has not been taken into this calculation. That a great falling off in the returns from engine-worked mines is now evident, and the restoration is the difficulty. Is there an improvement in the steam-engine to fill up the gap as 29 years ago?—I answer, no—the Flintshire steam-engine is now become the Cornish one, and there is now no hope from that quarter. That many thousands of tons of ore still lay in the mines so abandoned that might have been taken away, there can be no doubt, if timely precaution had been made use of; the first is a more moderate scale of royalty where expensive steam-power is used, and a better feeling with men towards their employers under such circumstances. Their best interest is truly identical with their employers; but unfortunately, not like as in other mining districts, their object seems to be to throw every obstacle in the way of their employers;

Since the treaty which admitted Belgian iron at a lower duty into the Zollverein was concluded, the imports were as follows:—

It is, Sir, to draw your attention, and that of your readers to the subject, that I have ventured thus to address you, leaving it in more able hands to do full justice to the subject. It is, however, only by lending aid, and furnishing such information as we may acquire, that the truth can be arrived at; and, such being the case, I cannot entertain a doubt but that not only will the adventurer see the course he should pursue in doing justice to the mine and those concerned with him, but also that the miners will recognise the truth—that while every labourer is worthy of his hire, it is only just to perform his duty in a perfect and proper manner.

Holywell, August 29. **A WORKING MINER.**

| | | |
|--------------|---------------------------|--------------|
| Pig-iron | 1944 (from Sept. to Dec.) | 166,336 cwt. |
| 1945 | 208,480 | |
| 1946 | 323,200 | |
| 1947 | 903,206 | |
| Wrought-iron | 1945 | 119,847 |
| 1946 | 4,979 | |
| 1947 | 13,653 | |

According to the Elbing papers, M. Van der Heydt lately consoled the deputation from the corporation, who feared England might make reprisals against the illiberal tariff he proposes to enforce, with redoubled vigour, in which case the Baltic provinces would be the greatest sufferers, by saying that "England would take very good care not to attack Prussia in such a manner," and that they could in such case confidently rely on the measures the Government would adopt. Although the sympathy of this country would do a great deal to stimulate free trade efforts abroad, still the conviction of all classes that "the export of agricultural produce would bring producers double profit if they could, without a duty, obtain 2 tons of iron for the same quantity of corn as that for which they now obtain but one ton," will undoubtedly be the rock on which sooner or latter M. Van der Heydt and his policy must split. Let us only hope, for the benefit of our own depressed iron trade (his influence being already greatly weakened), he may speedily see his errors, and return to that more enlightened commercial policy which Prussia began in 1808, again fully acknowledged in 1815, and acted upon for 32 years. B.

London, August 21.

The above shows how, in spite of the duty, and the privileges granted to Belgium, the importation of British pig-iron, up to 1847, increased, whilst that of bar, sheet-

iron, &c., somewhat suffered.

1 Prussian centner = 110 lbs. Prussian, and 110 lbs. Prussian = 100 lbs. Zollweight.

* Belgian.

1847 Higher 0 10 11 0 3 7 0 6 10 0 2 3 0 12 11 0 4 6
Lower — 0 2 5 — — — — —

1 rix dollar = 30 scr. = 3s. English. — 1 Prussian centner = 110 lbs. Prussian = 106 lbs. English.

| | NUMBER OF WORKMEN EMPLOYED. | | Therefore, in 1847 | |
|---------------------------------|-----------------------------|-------|--------------------|-------|
| | 1838. | 1847. | More. | Less. |
| In castings from pig-iron | 629 | 4744 | 4115 | — |
| Bar-iron | 3671 | 11664 | 7993 | — |
| Sheet-iron and wire | 1065 | 1891 | 886 | — |
| Pig-iron, in pigs, &c. | | | | |
| Ditto, in castings | 8398 | 9380 | 982 | — |
| Raw steel iron | | | | |

[The term "rix dollar" may be considered incorrect, as the denomination of the coin in Germany is "thaler";—as, however, the word "dollar" is more generally known, we have adopted it in order to simplify the table for the general reader.]

Sir,—I send you the following copy of a memorial I have addressed to Prince Albert, and the Commissioners of the Great Exhibition of 1851, suggesting a plan by which the original objects of the new Act (termed the Designs Act, 1850) might possibly be accomplished. I have only to add, that I have addressed the Board of Trade (who have power to make regulations under the new Act), as to the adoption of the close registration system herein mentioned, in order to save the option of patenting, and have a memorial on the subject now lying for signature.

F. W. CAMPIN.

TO H.R.H. PRINCE ALBERT, AND THE COMMISSIONERS OF THE GREAT EXHIBITION IN 1851:
Patent and Design Agency, 216, Strand, August 24, 1850.
 May it please your Royal Highness, and my Lords Commissioners.

To your Royal Highness, as the great promoter and director, and the other commissioners, and the directors of the Great Exhibition of 1851, I would address the following observations on a subject so intimately connected therewith.

It must be known to your Royal Highness, that we have in this country hundreds—nay, thousands—of ingenious mechanics, each possessed of some improvement more or less beneficial to general industry; but these persons reap no benefit from such improvements, merely enjoying that very small amount of this world's wealth, which chiefly consists in a precarious subsistence, derived from the exercise of their various crafts, the benefit which might accrue to them from the use of their inventions being denied by the present Patent Laws of this country, which, unlike the laws of our continental neighbours, require an inventor to pay down a very large sum of money, before giving him even a proper opportunity for testing his invention, or ascertaining its novelty (a thing extremely difficult in some cases), the non-compliance with those requirements of the law leaving him without security for his property in his own invention; the result of which system is, that many valuable improvements are kept from the public by their authors, who either do so in hope of one day meeting with a man of capital and discrimination, who will take up the matter for them; or, failing in this, they are kept locked up in the mind of the inventor, who justly becomes indignant with a community that treats so slightly his endeavours for the mutual weal.

and encourage for the individual well.

I would like to say in reply to all this, that a good invention will meet with capitalists ready to embark in it, and I do not deny the assertion; but herein lays the difficulty—that, in order to secure a capitalist, the invention must be exhibited, and sometimes public experiment is desirable; but to comply with the first is to elance the invention on the conduct of the capitalist (and instances of unfair dealing are not wanting), and to act on the second is to risk the validity of any subsequent patent.

Again, some persons might think that this pitiable case of the poor inventor would be met by resort to the property of Design Act; but this method, independent of its decided success, the propriety for such a short period (three years only), and in many cases it offers no benefit; and, moreover, the cost of registration (10*l.*), is still beyond the reach of many working men.

Now, this state of things, which is an absolute scandal to the first industrial nation of the world, appeared a few days since about to be removed from us, by a bill which was brought into Parliament, and passed the House of Lords, and would have enabled the inventor to have provisionally registered his claim, with the option of taking a patent register for three years, if he chose; but alas! for the poor inventor, this bill has in the last stage been so mutilated, that it is difficult to see what good he will gain by it, as his right to take a patent is not acknowledged thereby.

Notwithstanding thatoward result, I am inclined to think that something may yet be done for the poor inventor in time for the *Great Exhibition*; and, therefore, I venture most humbly to suggest the following proposition for consideration:—

It is probable, and I state what is not legally available I can be corrected, that the provision of registration under the Act is *exclusively* a *class*, or *secret* one, like that under the Ornamental Design Act, such registration being intended to be such a publication as would invalidate subsequent patent. Let this close registration be adopted, in order to enable an inventor, should he think fit to take advantage of the *Great Exhibition*, so to do. If it can be done, let Her Majesty's Government use the royal authority to add a clause to the letters patent, treating the Exhibition, at any place certified by the Board of Trade, as a *perpetual* use, so should not invalidate the patent, neither by such use, nor by publication thereunder, provided the inventor has taken the necessary steps. Probably, the public prints would abstain from publishing the details of such inventions as these, upon an official request and notification being made to them.

If such an use of the Royal authority shall be considered unprecedented, I would respectfully point to the reign of Queen Anne, when a clause was introduced into the letters patent, by which specifications, or detailed descriptions of inventions, were required, which clause is used to the present time. In conclusion, allow me to add that the statements I have made flow from my own observation and experience; and that I have formerly pressed all these upon the consideration of both Government and Legislature. In common with numerous inventors, and hope to do so again, unless rendered unnecessary by new measures.

I have the honour to remain, your Royal Highness and Lords Commissioners'
Very humble and obedient servant, F. W. CAMPIN.

Uleerstone.—On the 24th inst., James Harris, a native of Cornwall, was killed at one of the mines of the Low Furness Company, by a bucket falling down from the top of the shaft on his head, and smashing it frightfully.

Merthyr.—We are happy to be able to state that considerable improvement has taken place in the ventilation of the different coal and iron mines in the district. Hence the comparatively rare occurrence of any serious injuries from the explosion of fire-damp; and when it does unfortunately overwhelm the collar, the ravages are soon arrested; as was the case on Saturday last, when a man named William Phillips was burnt, in the employ of H. T. Crawshaw, Esq. He was immediately conveyed to his dwelling, and, under the care of Mr. Russell, the surgeon of the works, is doing well.—*Mon. Merin.*

Merthyr.—As E. Morgan was proceeding to his work, at Mr. C. Bailey's, Aberaman Pit, before daylight in the morning, he missed his footing at the pit's mouth, and fell down; when taken up, he was quite dead.

SURGEON.—As one of the men employed on a patch connected with the Amman Iron Company was wheeling over a plank a few feet from the ground, he unfortunately felt the contents of the wheelbarrow falling upon him inflicted such severe injuries on the chest that, although the surgeon promptly attended, we regret to state his assistance was unavailing, as the sufferer died almost immediately. It is a remarkable fact that no previous accident has occurred in these works for the last three years.—*Sarasota Herald.*

Radcliffe, Lancashire.—As Samuel Lord was working at a coal-pit belonging to Messrs. Andrew Knowles and Co., at Green-lane, the roof of the pit fell in, and he was killed.

Kilmarnock.—On Saturday evening, the 24th inst., a burning lamp having been left in the No. 3 pit, at the Portland Iron-works, according to custom, in order to prevent the accumulation of fire-damp, the wood along the roof of the pit kindled, and was communicated to the coal. By energetic and judicious exertions the fire was subdued, but not

indicated to the coal. By energetic and judicious exertions the fire was subdued, but not till after it had burned for 24 hours, and after considerable damage had been done.

The Coniston Copper Mines—Shocking Mutilation.—A fatal and most painful accident occurred to a much-respected man, named Thomas Millican, about 60 years of age, while attendant upon the large water-wheel that serves to pump and draw the work from the deepest part of the Coniston Copper Mines. The unfortunate man met with his death by

falling into the wheelcase, or rather into the inside of the wheel itself, during the time it was revolving at a most rapid rate, owing to which his body was literally torn to pieces by the arms of the wheel and the hundreds of screw-bolts that project some inches through the casing like so many long teeth. In the midst and upon which he was hurled for some time, and for which many parts of his body were torn to shreds, and his arms and legs were torn off at the base of the skull, leaving nothing but part of the lower jaw, and the flesh upon his body almost all torn and ground off his bones, these last being broken to atoms, and the remains scarcely recognizable as those of a human being. The portions of his skull thrown out was found lying down the stream, as were also some portions of his body. The wheel placed high upon its mountain, and the stream running so close to its base, the deceased alone, therefore it is not known how he got precipitated into the wheel; but it is supposed that he was in the act of grazing the axle, and that, owing to the slipperi-

ness of the parts near the pit (arising from the constant splashing of the water from the wheel upon the wood), he had slipped or stumbled, and fallen in. The deceased not attending to repeated signals from a person employed down the shaft, gave rise to a suspicion that something had befallen him, and on the person ascending, he was horror struck at finding the mangled remains of the old man, as above related.

Fire in a Coal-pit.—On Saturday afternoon last, an accident occurred at one of the Tipton pits worked by Messrs. Stathenson and Co. of particular interest which are as follows:—It appears that the men had been working as usual in the stalls of the pit, when a stream of inflammable gas became ignited by a candle carried by one of the workmen; the rubbish to which the fire had flown had been carefully removed, and the men had left their work about four o'clock in the afternoon, supposing the fire to have been entirely extinguished; this, however, does not appear to have been the case, as about 11 o'clock the same night it again broke out with redoubled fury, and before it could be put out it had consumed one of the stalls. Hitherto all attempts to extinguish this have proved unavailing, and the quantity of water has been pumped into the pit, but without producing any effect, and it is feared it may become time before it can be got under. Three ponies were killed in the pit by the fire, and a large number of men will be thrown out of employment by this unfortunate accident.—*Derby and Chesterfield Reporter.*

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

[illegible][illegible]

FRIDAY.—Buddle's best Hartley 14 6—Bergie's Hartley 13 6—Chester Main 13
Clavering's New Tanfield 12—Crosswell Main 11—East Adair's Main 12—Holwell 13 9
—North Percy Hartley 13 6—Tanfield Moor 11 6—Tanfield Moor Butte 11 6—Townley
13—Walker Primrose 13—West Wylam 13—Wylam 13 3—Wall's End Acorn Close 13 9
—Eden Main 13 9—Hildesheim 13—Lawson 13—Original Gibson 13 6—Riddell 13 3
—Riddell Main 13 3—Primrose 14 6—Bell 14 6—Hill 13 6—Hill 13 6—Hill 13 6
Haswell 15 6—Kopler Graner 14 6—Lambton 15—Richmond 14 9—Russell's Heaton 15
—Scarborough 14—Stewart's 15 6—Caradac 14 3—Hough Hall 14 3—Seymour Hartle-
pool 12 6—Adelaide Tees 14 9—Brown's Deansy 13 9—Covdoun Tees 13 9—Maclean's
Tees 13—Richardson's Tees 13—Seymour Tees 13 6—Tees 13 3—Cowpen Hartley 14 6
—Derwentwater Hartley 14 6—Snappethorpe 13 3—Whitworth Coke 20.—Ships, 120.

THE MINING COMPANY OF WALES—

RHOSSYD—“PENANT OF FESTINIOG”—SLATE, AND DENBIGH GREAT SLAB QUARRIES COMPANY.
 NOW INCORPORATED WITH THE
 RHOSSYD—“PENANT OF FESTINIOG”—SLATE, AND DENBIGH GREAT
 SLAB QUARRIES COMPANY.
 CAPITAL £120,000.
 In shares of £5 each. Deposit £10s. per share.

PROSPECTUS.
 This COMPANY is FORMED for EXTENDING the WORKS on the magnificent VEINS of ROOF SLATE along the celebrated FESTINIOG RANGE, the rich and extensive COPPER, LEAD, and SILVER-LEAD MINES, already productive, and developing along the Cwm Cwrt, Gilvach, and Blant Penant mountain districts, in Carnarvon-shire, and the Great Slab Quarries in Denbighshire.

RHOSSYD AND WRYGAN SLATE QUARRIES.
 The slates now being raised from the Rhoosydd veins, just cut, have been pronounced by several engineers and slate agents as of a very superior quality, and the veins themselves of the highest and most productive order in sound slate rocks—the tabular structure and purity of metal of which, with their other fine qualities, have obtained for them the name of the “Penant of Festinog Slate Veins.” Indeed, the slates from these veins have been several times tested by the best judges in every possible manner, and finally reported—“undeniably the best quality.”

The Rhoosydd veins of slate continue through Wrygan, another estate of vast extent—paying no royalty whatever, and held by lease on a small yearly rent. This lease has been purchased on advantageous terms, and, as it immediately adjoins Rhoosydd, can be worked with great facility and economy under the same local management. Some cargoes of superior slates from the Wrygan Open Quarries are now on the floor, and the works are in a fair state of progress—the monthly produce of which, even at present, shows the advantages that may be expected to attend the interests of the company in connecting the Wrygan and Rhoosydd Estates, and placing both under the same direction.

CWM ORTHIN SILVER-LEAD MINES.
 Besides the above slate properties, a very promising silver-lead mine has been opened on a good lode of ore, on the north-eastern verge of one of the mountains on Rhoosydd, called Cwm Orthin, which is included in the Rhoosydd lease. About 5 fathoms of shallow levels, &c., have been driven, from which some tons of ore are now on bank, that produce 25 ounces of fine silver per ton, and seems to be of the same character as that of the celebrated Daren and Cwm Syniog Mines, in Cardiganshire.

GILVACH AND CWM CWRTH COPPER MINES.
 The extent of these mines on the lodes is about two miles. Two lodes have been proved in that place, along their bearings. On Cwm Cwrt there is a water-wheel with pumps, &c., and a shaft with several shallow drivings therefrom. The greatest depth about 18 fathoms, at the bottom of which there is a lode of 8 feet wide, well mixed with copper ore, and carrying a continuous rib of 2 feet, nearly full of solid ore. This lode is very promising—as gossan and kindly as any miner could wish, and likely to improve still further in depth. More powerful machinery must, however, be erected, and a change made in the water-course, to put this mine to work, to make those high returns promised by present indications.

Gilvach is undoubtedly a great mine. It has already produced several hundred tons of ore at shallow workings, and now shows, on small drivings at bottom of winze, or sub-shafts, a lode of 4 feet wide, quite solid. Some small shipments of ore have been lately made, from trials at these bottoms, and heaps of ore from the same are now on the washing floors. The adit leading to the winze shafts is, however, rather tortuous, as, indeed, are the winzes themselves, and the water is strong at bottom; therefore, it is advisable to open a new adit level, to connect the bottom (see report), which, when done, will render available at once some thousand fathoms of rich ore ground, and some hundred fathoms of a most productive lode.

But, besides all this, there is being worked a deep adit level, some 12 or 13 fathoms still lower down the mountain, that has just cut one of the southern lodes, parallel and within a few fathoms of the former, which shows rich copper ore, and is very promising. It needs only to be remarked, in confirmation of the favorable opinion reported of these mines, that the same lodes have been worked on for several years, and are now being worked, on the north eastern side of the mountain, in the celebrated mines of Dray Coad, &c., distant, in horizontal range, from Gilvach 900 fathoms, and at present producing immense quantities of ore, reported 1000 tons monthly. Indeed, several railway wagons are seen constantly in active service, bearing their rich burdens to the well-arranged premises of the company at Carnarvon for shipping.

BLANT-Y-PENANT.
 One mile east of Gilvach, lead, copper, silver-lead, and sulphur mines, of great note, present themselves, and are now in the possession of the company. They were opened by poor men to an average depth of seven or eight fathoms, and ore raised sufficient to equal expenses; but want of system, and machinery to command the water, caused the works to be suspended. The indications all through, particularly offering in a district pregnant with metallic riches, are highly favorable, and warrant a recommendation to open and work these mines with due spirit.

THE DENBIGH GREAT SLAB QUARRIES.
 These quarries lie within three miles of a safe and commodious shipping harbour, near Onwary. They are of immense extent, and quite inexhaustible. The quality of the slabs has been rigorously tested, and found proof in delicate polish, free from chipping in sawing, &c., and every way adapted for general and refined uses. The quarries are now open for immediate returns.

The following calculations on prices, at present rates of contracts, &c., will show the high value of this important addition to the foregoing mines and quarries belonging to the company:—

Contracts are now being made to raise, dress, square, &c., and carry from the quarry to the wharf, slabs of any skantling, at 15s. per ton, all expenses included.
 Freight from wharf to Conway, and from thence by railway—say, to London, including dues, &c., 7s. 6d. per ton.
 One quarryman and assistant, contracts, as above, for 40 tons of slabs per month.
 The prices of these slabs at market are from 2s. 10s. to 3s. 10s. per ton.
 Therefore, 12 contracts in one month will produce 480 tons of slabs in the market—say, in London, at an expense of £540 0 0
 Let the superintendence, incidentals, royalties, &c. be 60 0 0

Making the gross cost to the company of 480 tons of slabs £600 0 0
 Which sell even at lowest price for 1200 0 0

Therefore one month's profit on 12 such contracts, is £600 0 0

Or yearly profit on like work, or 12 contracts alone £7200 3 0
 And these contracts may be doubled, tripled, or quadrupled, &c., in proportion to the market or sales (See respective reports).—In a word, this company presents a source of investment of positive worth, at real standard excellence, that court the closest examination; neither figure nor doubtful, nothing uncertain; everything clear and open, and truthful, and such as must insure a high interest to the shareholders.

SUMMARY OF THE CONDITIONS AND RULES PROPOSED TO THE COMPANY FOR THEIR ADOPTION.

1. The affairs of the company to be managed by a chairman and board of directors—three of whom shall form a quorum.
2. Candidates for election as chairman or directors, must each possess at least 50 shares.
3. General meetings of shareholders shall take place every half-year, when all questions of the affairs of the company shall be decided by a majority of votes present; holders of 5 shares to have one vote; of 10, two votes; of 20, three votes; of 50, four votes; of 100, five votes; of 200, six votes; and of every 100 in addition an additional vote.
4. The shares are numbered in order, and made transferable to bearer—therefore, no holder of scrip can be responsible for a greater amount than that due on the shares in his own possession.
5. Should any future call be required, the amount shall not exceed 10s. on each £5 share. Two months' notice must be given for that purpose in the Mining Journal, London Times, and Carnarvon and Denbigh Herald; and in default of payment in three months after the above notice, the numbers not paid up in accordance with that call, shall be forfeited and advertised accordingly.
6. The directors shall meet in the board room, attached to the company's offices, on the first Tuesday of each month at one o'clock, for the general transaction of business.
7. The accounts of the company shall be audited, and produced at the general half-yearly meeting, when dividends shall be declared and appropriated in the usual manner.
8. The board-room shall be open for the directors on every Tuesday, at Eleven o'clock. The secretary may summon a board on any day in case of emergency; and the directors may call a special meeting at any time, by giving one week's notice.

NOTICE.

The first general meeting of shareholders will be held on Tuesday, the 1st day of October next, at One o'clock, in the company's offices, 24, Lincoln's Inn-fields, London, when the board of directors and committee of management shall be declared for the ensuing 12 months.

BANKERS.

The National Provincial Bank of England; and the North and South Wales Bank.

LOCAL SOLICITORS.

Messrs. Richard Thomas and Son, 3, Fen-court, Fenchurch-street, London.

Griffith Jones Williams, Esq., Dolgelly; and William Griffith, Esq., Llanwrst.

SECRETARY.

St. Pierre Foley, C.E., &c., (Mining Company of Wales, &c.), No. 24, Lincoln's Inn-fields, London.

To whom application for shares, &c., is to be made.

N.B.—Arrangements are made also to place under the management of the company, against the first day of general meeting, the celebrated and valuable mines of Cwm Syniog, Conmow, &c., situated in the very centre of the ancient British Potosi district of Cardiganshire.—July 18, 1850.

IMPORTANT DISCOVERY OF SILVER LEAD MINES.

near BRISTOL.—The attention of persons interested in MINING PROPERTY is particularly directed to these valuable SILVER-LEAD MINES, recently discovered, and proved at considerable expense. It is proposed to FORM a COMPANY to WORK these MINES, to be called the ITCHINGTON HILL SILVER-LEAD MINING COMPANY, to be conducted under the Cost-book Principle, which, by Act of Parliament, exempts shareholders from any liability beyond the amount subscribed on their shares.

The set, or grant, comprises about 80 acres, and is held direct from the Lord of the Manor, at 1-20th dues, or 5 per cent. on the produce, for a period of 21 years, from June, 1850. The situation is highly advantageous, being only 10 miles from Bristol, four from the Wickwar Station, on the Birmingham and Bristol Railway, and within 5 of the River Severn. Several very valuable lodes have been discovered, three of which have been explored to some extent, showing throughout indications of a highly metalliferous quality, which the reports will fully explain, and samples seen at the Company's offices.

From the peculiar situation of the lodes, and the natural character of the distillate, it is considered that expensive machinery will be unnecessary.

A considerable sum of money has been expended on the only required speculative outlay, the lead being actually discovered. Gossan, fluor-spar, sulphure of barites, and other indications of there being a largely productive mine, have been found, fully justifying the shareholders in anticipating a return on the capital invested, equal to the most valuable mine now working.

The mine is to be divided into 2072 shares; 2272 of these will be issued to the public, on which £3 per share is to be paid on signing the Cost-book; this sum the proprietors are fully assured will carry on the works effectually.

Various assays have been made, and the ore is found to be exceedingly rich in silver; one by Mr. Clements, of the Panther Lead-Works, Bristol, produced 554 per cent. of lead, and 71 ozs. 1 dw. of silver to the ton of ore, and valued by him at £19 10s. per ton, as produced at the mouth of the mine; another by Mr. Johnson, of 79, Hatton-garden, Lane, produced 12 cwt. of lead and 98 ozs. of silver to the ton. The price of lead or usually averages about £11 per ton.

Applications for shares to be made to Mr. S. J. Green, at the offices of the Company, No. 9, Hart-street, Bloomsbury-square, London, where specimens of the ore may be seen; and to Mr. Wray, Alveston, near Bristol, with whom the cost-book will lie for signature, for the convenience of country shareholders.

RHOSWYDOL AND BACHEIDDON MINES.

At a SPECIAL MEETING of the shareholders in the RHOSWYDOL MINE, held this day, by adjournment from the 16th of July,
 GEORGE WHITMORE, Esq., in the chair.

The proceedings of the last meeting having been read, a report of the works during the month of June and July, together with an account of the receipts and expenditure, was submitted to the meeting.—(See report and accounts in another column).
 A conversation took place, in which it was elicited that the produce of the mine, about to be shipped, would cover the August expenses; and to liquidate the debt due from the mine, £371 15s. it was unanimously resolved,
 1. That a call of 2s. per share be made, payable on or before the 27th Sept. next.
 2. That the next bi-monthly meeting, to be held in October, be made special, for the purpose of receiving a report from Mr. Cummins.

3. That the manager be authorized to use his discretion as to working such stopes as will yield a profit.

BICTON CONSOLS, situate in the parish of LINKINHORNE, COUNTY OF CORNWALL.

Divided into 1024 shares.—Deposit £25 ss. per share.

The LOCALITY of this SETT, together with the relative position which it bears to the Trelawny and other productive Localities of the district, is too well known to require further description than given in the following.

REPORT.

Bicton and Scrawston sett (now called Bicton Consols), is situate in St. Ives, Cornwall, and is one of the most extensive setts in the district; it lies in Killas, between the granite ranges of Carndon and Helgaton, in the centre of an extensive and tried mining district, having in the north and west the Carndon and Phoenix Mines, and on the east the Holm-bush and Callington Mines, and is to the north of Trelawny, Mary Ann, Treloane, &c., run of lead mines. Three large north and south lead lodes have been cut; the eastern of these is 6 feet wide, 4 feet of which is gossan, and the remaining 2 feet a very fine flooken. The next lode is about 50 fathoms further west, very similar in character, and is about 5 feet wide. The third lode is about 50 fms. further west, of a similar character, and about 2 feet wide. These lodes have been traced a mile in the sett. It is impossible to see finer indications at the surface than these lodes present, and the district being a proved one, there is every probability of their producing abundance of lead.

(Signed) SAMUEL RICHARDS, Trebena Mine.
 ROBERT DUNSTAN, West Carndon.
 SAMUEL RECOMBE, Phoenix Mines.
 JOSEPH KEMP, Trelawny.

The testimony of the above experienced and well-known agents, now conducting the most productive and best dividend-paying mines in the locality, is considered a sufficient guarantee as to the probability of a favourable result.

A large portion of the shares have been disposed of in the neighbourhood of the mine, and application for the remaining shares may be made to Mr. James Lane, No. 80, Old Broad-street, London.

BODMIN WHEAL MARY CONSOLS COPPER MINING COMPANY, CORNWALL.

In 1024 shares, of £10 each.

CONDUCTED ON THE COST-BOOK PRINCIPLE.

This is an undertaking which appears void of the usual speculation of mining adventures—works at a considerable outlay having been executed, and copper ore of the richest description discovered in two of the lodes which will be immediately worked upon, and it is estimated that a large amount of the richest ore can be raised above the present levels. There are 11 lodes in the sett, within the space of 28 fathoms, carrying on their backs large quantities of beautiful gossan, in the most congenial stratification for mineral deposits—viz., the Old Clay Slate. Lodes in the Old Clay Slate are considered never to fail in producing vast mineral wealth. The Great Devon Consols—the shares of which, from £1 paid, rose in a few months to £200 per share, and which still continues the richest copper mine in England, is in the same stratification of the Old Clay Slate. The mine is within a short distance of a granite range, and contains an iron-course in the northern part of the sett, and trappan rocks on the south. Judging from the appearances of the lodes, the quantities of gossan, and their general beautiful nature altogether, there can be little doubt of this mine resulting in being one of the richest mines in the county of Cornwall.

Samples of the ore have been submitted to Dr. Normandy, 67, Judd-street, for analysis, who reports the result to be respectively 30 and 37 per cent., the average of the county being only 8 per cent.

Prospectuses of the company, with the names of the trustees, mine agents and mineral surveyors' reports, and full particulars, may be obtained on application to Thos. Alsop, Esq., No. 1, Royal Exchange buildings, where samples of the ore may be seen, and from whom forms of application for the few remaining shares may also be obtained.

TIN-Y-WORGLD SLATE QUARRIES, NORTH WALES.

Capital £16,000, in 4000 shares, of £4 each.

This COMPANY is now WORKING a part of the GREAT BANGOR SLATE BED, situate about 6 miles from the port of Carnarvon, held under lease for 21 years. The estate joins the celebrated Quarries of Fany-bryn, Penwroth, Dorothea, and others, all of which have been paying enormously for many years. A tramroad adjoins the quarries to carry down the slates to the shipping points. The SLATE of TIN-Y-WORGLD has the same beautiful pink hue, delicacy of grain, fine texture, elasticity, soundness of metal, and all the good qualities of the Pennant Slate.

The quarries are most advantageously situated for economical workings—no machinery being required as adjuncts for several years; the life of the slate now taken from the great vein, already proved 80 yards in breadth, and the immense blocks of the soundest description of slate now being produced, are in themselves ocular proofs of the rich productive nature of the quarries.

The past outlay of the company has put the works in a state of present profit; and when the vein is further developed, to allow room for an extension of bargains, it is estimated that these quarries will produce a profit of upwards of £12,000 a-year, and that by the work of 100 men only.

The business of the Company is managed on the Cost-book System, by a board of directors in London, with a purser, and the necessary agents at the quarries.

Further particulars may be obtained at the offices of the Company, and by reference to the engineers' and agents' reports, always open to inspection.

The few remaining shares not yet subscribed for are offered as a source of permanent income—an application for which may be made at the office of the Company, 52, Thread-needle-street, where attendance is daily given.

WHEAL ARTHUR SILVER-LEAD AND COPPER MINING COMPANY, CALSTOCK, CORNWALL.

ON THE COST-BOOK PRINCIPLE.

In 2048 shares, of £2 each.

At a Meeting of the shareholders in this Mine, held at the Company's offices, 5, White Hart-court, Lombard-street, on Thursday, the 1st day of August, 1850,

Mr. SAMUEL CROSSE in the chair.

It was proposed by Mr. A. Blyth; seconded by Mr. J. P. Christie, and unanimously resolved,—

That the Rules and Regulations produced for the management and working of this mine be adopted, and entered in the Cost-book.

BANKERS—Messrs. Spence, Ansdreds, and Co., 27, Gracechurch-street.

SECRETARY—Mr. Fenton.

The following valuable report has been received from Capt. John Spargo, who has inspected the mine, under the direction of E. Hopkins, Esq., C.E.:—

Doungate, August 10.—Agreeably to your request, I have inspected this mine, and, so far as I can judge from the old workings, the lodes run as laid down on the plan, apparently coming together east. However, the fall of the hill has, of course, some effect on their bearings.

They are four lodes, and pass to east of each other. This lode carries a very rich zone of copper embedded in it, and the stratum is quite congeal for copper. In fact, there cannot be a more productive clay-slate. I have minutely examined the sett at surface, and cannot discover the least range of grey-wacke or horn-blende that would by any means affect the lodes; but the whole mass of clay-slate appears to be one undisturbed stratum, lying on the granite, with an eastern dip or cleavage, traversed by several cross-concaves, and a small vein of a different composition at the base of the hill, in an oblique direction, which I consider will have a great tendency to enrich the lodes in depth. At the foot of the hill, near the river, the clay-slate appears to be thrown down nearly to a perpendicular dip, more of a micaceous nature than that on the hill, which will be unbottomed in depth by the rock east of the river, dipping west, which is much harder and of a different composition; but this does not by any means affect the lodes to a considerable depth, being at the east extremity of the sett.

2. COPPER LODE.—This lode underlays north; its composition is a soft spar, with a dark blue ground, and a few spots of copper, and a few thin veins of copper. This lode carries a black capel on the hanging or overlapping wall, and a soft dookan on the foot-wall; and although there have been hundreds of tons of copper raised from this lode, I believe that there are thousands of tons more to be broken in deeper levels, as this lode, at its present depth, cannot be in possession of the properties that surround it.

3. TIN LODE.—This lode also underlays north, and although it has been very productive for tin, in the shallow levels, I believe it will, in depth, produce large masses of copper. COPPER LODE.—This lode underlays north; its composition is a soft spar, with a dark blue ground, and a few spots of copper, and a few thin veins of copper. This lode carries a black capel on the hanging or overlapping wall, and a soft dookan on the foot-wall; and although there have been hundreds of tons of copper raised from this lode, I believe that there are thousands of tons more to be broken in deeper levels, as this lode, at its present depth, cannot be in possession of the properties that surround it.

Looking at the mine generally, I really believe it to be a good speculation, if carried on with spirit. I consider the mine now at a depth to warrant an outlay to prosecute it to a much greater depth, and I have not the least doubt of its well remunerating the company for the requisite outlay. The mine is just a few fathoms from the sea level, which is about 36 fms. under the adit. There is every facility for importing and exporting materials, ores, &c., as the river is navigable to the east part of the sett, and only about one mile from Calstock Quay. The miners tell me they are ready to take pitches in the back of the adit, as soon as the water is let down, which I should recommend to be done forthwith, as well as to open the lead lode by the shaft marked B.

If there is anything that you may wish to be made acquainted with, that I have not entered into, I shall feel most happy to do so to the best of my judgment, on your writing to me. I will repeat again, that there is no mine that I know in the two counties (not in work) that I could more highly recommend.

To the Committee of the Wheal Arthur Mine.

This mine is held under a grant from the council of His Royal Highness the Prince of Wales, situate in the parish and manor of Calstock, in the County of Cornwall, in a rich mineralized district, and bounded on the south by Wheal Zion, on the north by Drake Walls and Gussall Lake Mines, on the east by the River Tamar and the Bedford United, Wheal Russell, and other mines, and on the west by Wheal Edward and Wheal Calstock.

The outlay of former adventurers has been very considerable, in driving adit levels, sinking engine and other shafts, &c., the whole of which are available for bringing the mine into a rich and profitable state of working.

A number of shares have been already taken. The remainder may be had on application to the secretary, at all offices, 5, White-Hart-court, Lombard-street, where reports and plans may be seen, and all further particulars known.

W. FENTON, Sec.

WHEAL PROVIDENCE SILVER-LEAD AND COPPER MINE, SOUTH SYDENHAM, TAVERSTOCK, DEVON.

In 5000 shares.

CONDUCTED ON THE COST-BOOK PRINCIPLE.

This mine is situated in the parish of South Sydenham, on the banks of the River Tamar, and about half-a-mile from the Devon Great Consols Mine, originally Wheal Maria, the district having been long known for its metalliferous products. The mine is held under a lease for 21 years from February last, at 1-14th dues. It yields at present rich silver-lead ore, and the aspect of the surrounding strata gives assurance of abundance of copper, a good lode of which was cut below the adit a few days before the former workings were suspended, and yielded a ton of ore per fathom, the produce of which by assay was 23. Extensive operations were carried on by the late adventurers, but they were suddenly obliged to abandon the workings in the money panic of 1825, a period when many of the now best dividend-paying mines were also suspended.

Several thousand pounds were expended by the old adventurers in laying open the ground, and the workings have recently been resumed by the present lessees, who have also expended a considerable sum. The mine is now in work to the 25 fathom level, where, in a side lode, rich silver-lead ore is being raised at a tribute of 5s. in £1; the lode in several places in the back of the adit being worth £20 per fathom.

In the adit end, the lode is about 31 feet big, of a very promising character, producing good stones of copper and lead; the gossan on the back of this lode being of the finest description, and of the same character and appearance as that of the Devon Great Consols. Copper being the sole object sought by the old adventurers, the valuable silver-lead lode, over and above which they had driven for 350 fathoms, remained untouched.

The former company sunk a shaft about 65 fathoms, and drove the level 25 fathoms from surface, about 250 fathoms in length on the course of one of the lodes, which will enable the present adventurers further to develop the mine at a comparatively small outlay. A 40-inch cylinder steam-engine will be immediately erected—water-power not being available at all seasons except for dressing purposes.

The engine, pumps, and machinery, necessary for forcing the water, will be paid for by the present proprietors; and it is believed that no call will be required for future operations, the present company having deemed sufficient for that purpose, and to ensure large and profitable returns to the shareholders.

The present price is £3 per share, under which no share will be sold. It may be remarked that when the mine was first worked the extraordinary mines now forming the Devon Consols were unknown, and the country was comparatively untried. The great cross-concaves of the Devon Consols, on which the ore makes, run through Wheal Providence Mine also, and the lodes are parallel with those of Devon Consols.

The ore can be shipped on the Tamar, at a cost of about 3s. 6d. per ton; and there is every reason to believe that the recent rise in the price of lead, equal to about 40 per cent., will be sustained.

A sample of the ore assayed under the superintendence of Mr. John Hitchens, of Tavistock, produced 154 in 20 for lead, and 70 ozs. of silver in the ton of ore; it cannot, however, be expected to obtain like produce for the whole parcel, but the value may be fairly estimated at £1 to £15 per ton.

The mine will be conducted on the Cost-book System, in accordance with the custom, where applications for shares may be made.

The original reports of the mining agents may also be inspected at the offices, and a plan of the mine seen, and further information obtained on application personally, or, if by letter, addressed to the secretary, Wheal Providence Mine Office, 3, Walbrook-buildings, London.

Callington Mines, Feb. 27.—I beg to hand you the following particulars respecting Wheal Providence Mine. A former party took up an adit and wrought on the same for 200 fms. or more in length; in this adit there is to be seen a lode that is uniformly large, from 2 to 2½ feet wide, with well-defined walls, underlying north about 2 ft. in a f.m.; its bearing is about 25° to the east of north, or west of south of east. The lode in many places in this adit is of a very promising character, its composition is gossan, quartz, blende, and rich stones of silver-lead ore, worth, by assay of J. L. Jenkins, of Callington, 124 in 20 for lead, 40 ozs. 1 dw. of silver to the ton of ore. I calculate you could return many tons of ore from the back of this adit with profit, as there are places to be seen that will yield 200 worth of ore to a fathom of the lode. It should be borne in mind that this adit was driven by the side of the lode for a great distance, leaving the lode to the north, which contains more or less of silver-lead ore. Where the lode is now most dry in sight, I calculate there is 20 fms. of back, which you can plainly discover. Should this ore last, many tons might be returned therefrom. As regards the further development of the mine, it will be found necessary to erect either steam or water-power, in order to drain the mine below the adit level; if a steam-engine be erected, I should recommend to your notice one not less than a 40-hp. cylinder. There is an engine-shaft sunk below the adit already, at course I could not see; but I know not, therefore your information must be gathered from some other party, as regards the depth of the mine, or its properties at a deeper level. I calculate it will be found a copper lode in depth, judging from seeing the lode in the adit level strongly mineralized with oxide of copper. I call it a fair speculation.—W. BARRA.

Matthew-street, Tavistock, July 11.—Having been called on to inspect and report upon the Wheal Providence Mine, I do so with some degree of pleasure, because I believe it to be a mine which ought to be worked by a spirited party of capitalists, and I have no doubt but that it would soon rank among the dividend-paying mines of Devon and Cornwall.

This mine is situated on the banks of the River Tamar, in clay-slate, with elvan courses, driven about 150 fms. on the course of a promising lode, varying from two to four feet wide. In the back of this adit, a great many tons of rich silver-lead have been taken away, and if this back was properly worked, a great many tons more might be taken away, to the advantage of the adventurers, which would help to pay the cost of the mine. There is now a pitch working in the back of the adit, by four men, at a tribute of 5s. in the pound. There is also a good engine-shaft. From all the appearance of the sett, and the stratum connected therewith, there is no doubt but that, with a moderate outlay, this would make a good dividend-paying mine. I should be glad to answer any question which any gentleman might feel disposed to put to me respecting the mine.—T. DUNN.

Trevena Cottage, Liskard, Aug. 3.—Agreeably to your request I have carefully inspected the above mine sett, and find an adit driven 250 fms. on the course of the lode eastward from the river, and have great pleasure in stating the lode throughout presents a most promising appearance, and at two or three places making good bunches of lead ore in the back of the adit level, which has been, and still is, being wrought on tribute. The lode in the present and is, in my opinion, well worthy of prosecution, and I would recommend your resuming the driving of this level forthwith. The character of the ore, and lead, I know not, but it is a beautiful gossan and quartz impregnated with ore, and in the adit end, under the gossan, with quartz, peach, and some lead also spotted with ore, are sufficient indications of a productive lode to warrant a spirited trial.

ROBERT DUNSTAN, West Carndon.

Wheal Providence.—George Couch, who was blinded in Wheal Martha Mine, in 1842, and who worked in Wheal Providence in 1825, made the following statement to the Rev. Mr. Radclyffe, of South Sydenham, in March, 1845:—In cutting the last we cut a lode from 30 to 60 fathoms from the great lode, 2 to 3 feet big, spar and gossan, but saw no lead—it was an east and west lode. The adit is above 200 fathoms—they never tried or touched any cob between the adit and the river. A great cross-concave north and south passes about 50 fathoms behind the adit, and runs in Sir W. Call's plantation, and crosses the Glebe Land copper lode, just about the edge of the river on the engine-shaft, about 14 or 15 inches big, but very short, about 8 fathoms long, and 6 or 7 inches big in the back; from the bottom end to it is 24 or 25 fathoms—if this should hold down to the 40 fathom there would be many hundreds of tons of lead. There was gossan, muddle, and spots of ore, and lead for the first 100 fathoms from the tail of the adit—on the back I have seen the gossan 3 feet big. In cutting the lode, it was then sunk on the lode—black kills and 3 feet big—it is driven on the course of the copper lode all the way.—black kills and sparry lode, with spots of ore, but not worth saving, but a very promising lode, until we came to the last 7 or 8 feet, when we had the lode 3 feet big, 1 foot of which was very good work, the rest was draggy. We worked four or five days on this, when orders came to knock the mine; in these four or five days we raised about 1 ton of ore, which produced 23. When we left off the lode was worth 1 ton per fathom; it was coming in so thickly that we could not see the lode, it was then sunk on the lode—black kills and 3 feet big—it is driven on the course of the copper lode all the way.—black kills and sparry lode, with spots of ore, but not worth saving, but a very promising lode, until we came to the last 7 or 8 feet, when we had the lode 3 feet big, 1 foot of which was very good work, the rest was draggy. We worked four or five days on this, when orders came to knock the mine; in these four or five days we raised about 1 ton of ore, which produced 23. When we left off the